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20p

MiG shot down airliner with 269 on board, says Shultz

US-Soviet crisis over jumbo jet

From Nicholas Ashford in Washington, Richard Hanson in Tokyo and Richard Owen in Moscow

Soviet and American leaders were mobilizing for a new crisis today after Washington accused the Soviet Union of shooting down a South Korean jumbo jet with 269 people on board.

President Andropov was believed to be returning to Moscow from holiday, while in Washington President Reagan instructed Mr George Shultz, the Secretary of State, to demand an immediate and full account of the incident from the Soviet Union.

The United States and Japan are considering requesting a special session of the United Nations Security Council.

In the space of 12 minutes, Korean Airlines Flight 007 from New York to Seoul via Anchorage plunged from 10,000 metres to disappear from the

radar screens after straying 720 kilometres off course into Soviet airspace over the military island of Sakhalin, between northern Japan and Siberia.

Among the passengers - the majority Koreans, Taiwanese and Japanese - was Mr Lawrence McDonald, head of the US House of Representatives armed services committee. Washington claimed that Soviet MiG jets attacked the aircraft.

After a day of near-silence on the incident, Moscow said last night that an unidentified aircraft twice violated its airspace and that Soviet fighters were scrambled to guide it to the nearest landing point, but that it failed to respond to signals. The statement did not admit to shooting down the aircraft.

Reports from Tokyo, quoting sources in intelligence and the Japanese Defence Agency, said that the MiG pilot was heard saying to his base Sakhalin: "I am

going to fire a missile. The target is the KAL (Korean Air Lines) plane."

In a further exchange Sakhalin said: "Take aim at target."

Pilot: "Aim taken."

Sakhalin: "Fire."

Pilot: "Fired."

According to Kyodo News Agency, this exchange occurred three times, indicating the firing of three missiles.

In Washington, Mr Shultz, his voice quivering with emotion, said "We can see

no excuse whatsoever for this appalling act."

Mr Shultz, in detailed account of the incident monitored by an American base in Japan, said that the Russians had tracked the KAL flight for 2½ hours from their Sakhalin base; that up to eight Soviet jets in constant touch with their ground control had "reacted" to the airliner's presence and that the Russian pilot had visual contact with his target.

Soviet naval vessels and aircraft are searching the area for signs of the aircraft, according to Washington and Tokyo. American and Japanese rescue units are also searching.

Mr Richard Burt, the US Assistant Secretary of State, said yesterday that some wreckage and a kerosene slick had been spotted in the crash area, but there was no indication of survivors.

A South Korean airline official said in New York that 240 passengers and 29 crew had been on board the missing airliner. Many of the nationalities were still unknown last night and the official said: "We just cannot tell if there are any British." Reports from Seoul listed 72 Koreans, between 22 and 27 Japanese and 34 Taiwanese.

It was not known why the jet had drifted so far from its flight path, which should have taken it over Japan.

If the death toll in the disaster is 269, it will be the fifth most serious crash in the history of aviation.



THE TIMES Tomorrow

Well schooled... Lorna Bourke looks at the high cost of private education.

Well shod... How to choose the right shoes for your children. What prospects? Frances Williams analyses the August unemployment figures.

Internal combustion
Third and final part of the competition to win a Ford Sierra XR4i.

External combustion
Are smokers a drag? A look at Britons' attitudes to the weed.

Holy smoke
The American evangelists out to convert you.

Britain calls for release of officers

Britain has called for the release of the six white Zimbabwe Air Force officers who were immediately rearrested after being charged of sabotage charges. The Acting High Commissioner of Zimbabwe in London was called to the Foreign Office yesterday and told that the British Government and people were "very concerned and disturbed".

NHS pressure

A new government circular gives health authorities the clearest indication yet that they are expected to privatize more of their domestic, catering, and laundry services.

Lloyd's warning

Sir Peter Green, chairman of Lloyd's, the London insurance market, has given a warning that insurance rates are too low, despite record profits of £264m.

PIE condemned

The Home Secretary condemned the views of the Pseudo-Information Exchange, which would not say more because of "a possibility of prosecution against individual members".

Stage museum

Lord Gowrie, Minister for the Arts, has given the go-ahead for a theatre museum in London less than two months after he postponed the project.

College cuts

Three of the six or so colleges threatened with closure of merger cuts recommended by government advisers have been named.

Falklands vote

A UN committee endorsed a resolution calling on London and Buenos Aires to resume negotiations over the sovereignty of the Falklands.

Jobs threat

The new chairman of British Shipbuilders, Mr Graham Day, has announced that further job losses and yard closures may be needed.

Poland 'normal'

The Polish press yesterday tried to portray life in the country as normal despite Wednesday's pro-Solidarity demonstrations and clashes in Warsaw, Gdansk and other cities.

£43m issue

Tate & Lyle, the sugar group, is planning to raise £43m through a rights issue to its shareholders.

Roland Rat goes

TV-an is to drop its popular puppet character Roland Rat after the school holidays and replace him with Popeye cartoons.

Aoki leads

Isao Aoki (Japan) has a first round of 63 in the European Open at Sunningdale. Craig Francis, a millionaire amateur held the lead for five hours.

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Shultz press conference

'We react with revulsion to this attack'

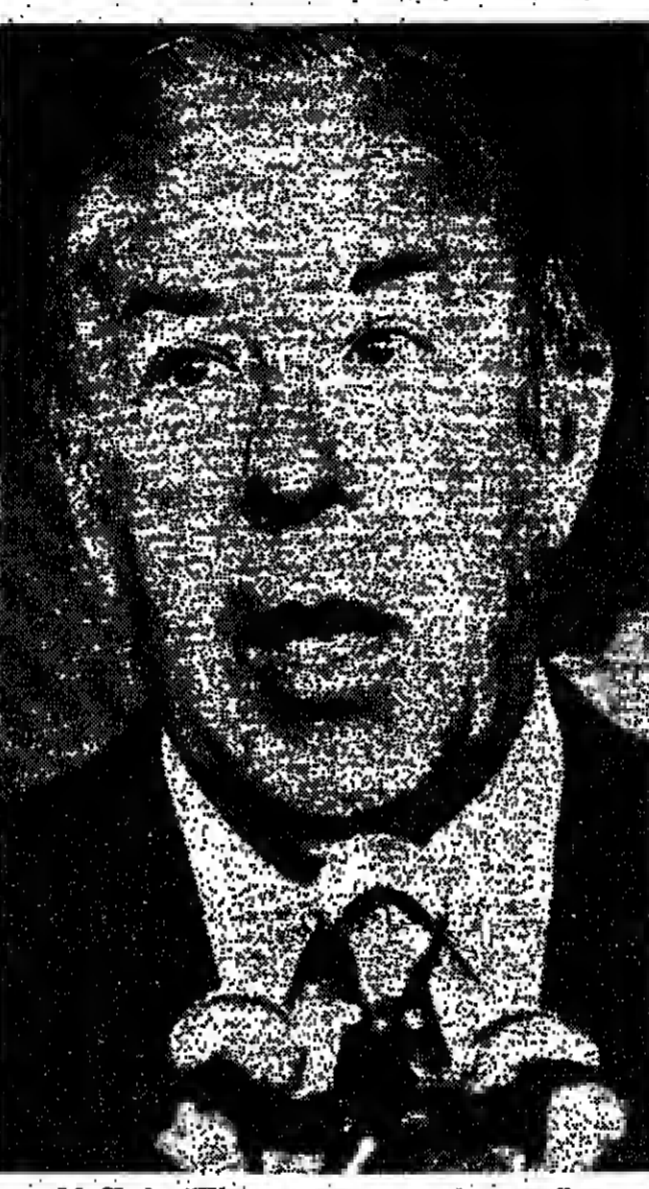
Washington (AP) - The following is the text of Mr George Shultz's briefing yesterday on the disappearance of the South Korean airliner.

At approximately 1600 hours GMT, the aircraft came to the attention of the Soviet radar. It was tracked by the Soviets from that time. The aircraft strayed into Soviet air space over the Kamchatka peninsula and over the Sea of Okhotsk and over the Sakhalin Islands. The Soviets tracked the commercial airliner for some 2½ hours.

A Soviet pilot recorded visual contact with the aircraft at 1812 hours. The Soviet plane was unknown, its colour and markings were not clear. At 1821 hours the Soviet pilot reported that he fired a missile and the target was destroyed.

At 1830 hours the Korean aircraft was reported by radar at 5,000 metres. At 1838 hours the Korean plane disappeared from the radar screen. We know that at least eight Soviet fighters reacted at one time or another to the sighting of the plane. One of the aircraft shot down after the attack that he had fired a missile, that he had destroyed the target, and that he was breaking away.

About an hour later, the Soviet controllers ordered a number of their search aircraft to conduct search-and-rescue activities in the vicinity of the last position of the Korean aircraft as reflected by Soviet tracking. One of these aircraft reported finding kerosene



Mr Shultz: "We can see no excuse whatsoever."

President about this matter and what did he say?

A: I haven't spoken to the President as yet.

Q: Mr Secretary, can you tell us, did the Soviet Union give any warning to land or try to force it down before it shot it down?

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Shocked Reagan demands full story

From Our Correspondent Washington

President Reagan, described as "very concerned and deeply disturbed" about the loss of life on board the Korean jet, has directed Mr George Shultz, the Secretary of State, to demand an immediate and full account of the incident from the Soviet Union.

A special White House statement said: "There are no circumstances that can justify the unprecedented attack on an unarmed civilian aircraft. The Soviet Union owes an explanation to the world about how and why this tragedy has occurred."

The terse comment was made after President Reagan, who is on holiday at his ranch near Santa Barbara in California, had spoken by telephone with Mr Shultz in Washington.

Former Secretary of State, Dr Henry Kissinger, said it was an "outrageous, unforgivable act that these planes would follow a commercial aircraft, for two hours and then just shoot it down callously."

● LONDON: The Foreign Office last night described the disaster as "deeply disturbing and, on the face of it, wholly inexplicable" (Henry Stanhope writes). Diplomats were in close contact with Seoul and New York, trying to check whether any British passengers had been on board.

● OTTAWA: The Canadian Government is calling on the Soviet Embassy here to demand an explanation for the "unprovoked attack" on the jet External Relations Minister Mr Jean-Luc Pepin said (AP reports).

At least two and possibly 10 Canadian residents were on board the aircraft.

Tass says we do not know aircraft's fate

From Our Own Correspondent, Moscow

President Andropov was believed to be cutting short a brief holiday yesterday to deal with a potential crisis in Soviet-American relations after the disappearance of a South Korean airliner near the island of Sakhalin, off the Soviet far eastern coast.

Soviet officials maintained that Moscow had no knowledge of the aircraft's fate and that it had left Soviet air space.

Tass news agency said in a brief statement that an unidentified aircraft had entered Soviet air space over the Kamchatka peninsula from the direction of the Pacific and had again "violated Soviet air space" a second time over Sakhalin.

Tass said it did not have navigation lights, did not respond to queries and did not enter into contact with "the dispatched service", a reference to Soviet interceptors.

The report said "fighters of the anti-aircraft defence" had been sent to intercept the "intruder" and had tried to give it assistance by directing it to the nearest airfield.

The aircraft had "not reacted to the signals and warnings from the Soviet fighters" and had then continued its flight in the direction of the Sea of Japan.

The Kremlin remained silent yesterday on the fate of the jumbo jet, but Asian diplomats in Moscow said Soviet denials of responsibility were not convincing.

There was no immediate reaction to changes by Mr George Shultz, the American Secretary of State, that the aircraft had been shot down by a Soviet fighter.

Sources said that if Mr Shultz's information, based on interception of Soviet military conver-

sations, was correct, Mr Andropov would take steps to avoid a sharp deterioration in relations with the US and Japan.

Earlier in the day Tass carried a six-line report on the incident in Russian, but it was not repeated in the agency's English service. The report, also carried by Moscow radio, said an airliner had disappeared off the northern coast of Japan, but did not elaborate.

A senior Japanese diplomat, Mr Hisashi Owada, went to the Soviet Foreign Ministry yesterday

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Druze leader declares war on Lebanese Government

From Robert Fisk

The Lebanese Army's military push into West Beirut began to reap bitter political results for President Amin Gemayel yesterday. A second militia leader rejected his call for a national reconciliation and Mr Walid Jumblatt the Druze leader made a "declaration of war" against the Lebanese Government.

As he did so - at the same time threatening United States Marines of the multinational peace-keeping force in Beirut - shells fired from Druze areas under Syrian Army occupation started to explode around the Presidential Palace, the Lebanese Defence Ministry and the residence of the American ambassador.

Even more chilling were reports from both Lebanese police authorities and right-wing radio stations that 24 Christian villagers, most of them women and children, had been massacred in small villages in the Meta Hill by Druze who wanted to take revenge for the Lebanese Army's operation against Muslim militias in west Beirut.

There was further grim news

Shore and Kinnock clash on economy

By Anthony Bevin, Political Correspondent

Mr Peter Shore, the Shadow Chancellor and an outside contender for the Labour leadership, said last night that the party's entire economic strategy would fall without a firm agreement on incomes control.

That view contrasted starkly with a speech made by Mr Neil Kinnock, the favourite for the leadership, in a considered statement on economic policy delivered in his Islay constituency. Mr Kinnock did not mention pay controls once.

Mr Shore said in Southampton that the missing component in Labour's election campaign was the answer to the central economic question: "How will you control inflation?"

He said: "We did have an answer: price controls, tax cuts and the national economic assessment. But these were coded words, and the electorate is not in the business of deciphering codes."

The question was how Labour was going to reconcile the continuing role of collective bargaining with the need to

US tourists boost Atlantic air traffic

By Michael Bailey, Transport Editor

Airlines carrying passengers across the Atlantic report record loads as American tourists flood into Britain and Europe on the back of a strong dollar and a US economy emerging out of recession.

Traffic in July - the latest month for which full figures are available - was 12-20 per cent up on last year and the highest since the boom of 1979.

British Airways and Pan American report traffic rises of 14 per cent compared with 1982, and aircraft flying 80 per cent full. Transworld Airlines claims a 17.9 rise compared with last year and record loads.

But most successful of all was the jet newcomer People Express, its single jumbo carried more than 400 passengers on each of its five cut-price flights a week between Gatwick and New York giving a load factor of over 90 per cent.

A feature of the boom is that 60 per cent of the traffic originated in the US, compared with only 40 per cent in 1979. The airlines are jubilant and all expect a profit from Atlantic operations after four lean years.

For TWA, which expects a \$200m operating profit from the Atlantic this year, British manager, Mr Larry Langley said yesterday: "We are witnessing a graphic contradiction of many self-styled pessimists who have commented over the years on over-capacity of seats and absence of profitability on Atlantic routes. There is certainly no evidence of over-capacity this year and profitability is expected."

British Airways said: "It is certainly a happy picture on the Atlantic, and we expect to make a profit from our operations. There are definite signs of an end to the recession."

PanAm said: "The industry has had a very good summer, primarily because of the strong dollar."

Total traffic between London and the US in July was 700,000 - the most recorded in a single month, according to the British Airports Authority. The reason, the authority said, was "in-

Union to support Hattersley for Labour leader

Britain's third largest union is ready to throw its weight behind Mr Roy Hattersley in his campaign for the leadership of the Labour Party.

Mr Hattersley, trying to stop a landslide for Mr Neil Kinnock in the leadership contest, appears to have won the support of the General Municipal, Boilermakers and Allied Trades Union.

Their regional leaders announced that a complicated consultation process lasting more than seven weeks had shown strong shopfloor support for Mr Hattersley with Mr Kinnock as his deputy.

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Mr G. W. Hattersley, of Fincham, Norfolk, his wife Josephine, and children, Joshua and Holly, escaped from the wreckage unhurt, but their car was a write off.

Mr John Hall the Norfolk assistant chief constable who will hand over the keys to the new car, said yesterday: "An inquiry is still going on into the incident to see if there are any lessons to be learnt."

"We were determined from the outset that Mr Phillips would not lose his car," Mr Hall said. "We hired a car for him until we could find an identical new one."

Mr Gallager added that many spes were being rerecorded to "take them into video nasties".

Warwickshire County Council rating standards officers have seized 1,200 tapes, believed to be made from four houses on the Lydenham Estate, Leamington.

Cuts in university places fall hardest on women and working class

Higher A level grades were demanded of young people applying to university last year than ever before. Women were particularly badly affected by the squeeze on higher education places, and fewer working class candidates got to university.

The increasing difficulty which students have in getting into university, shown in figures published yesterday by the Universities Central Council on Admissions (UCCA), is a direct result of government spending cuts and the reduction in student numbers at a time when the 18-year-old age group is at its biggest.

The number of British students accepted last year was down by 3 per cent, from 74,514 to 71,634 compared with 1981, and the number of overseas students accepted was down by 12 per cent from 5,827 to 5,118. Malaysian, in particular, were reluctant to pay the new 'full-cost fees' for overseas students. The number

applying last year fell to 2,168 from 3,690 the previous year.

Only 20.9 per cent of all those applying to university were manual class compared with 21.7 per cent from the professional classes.

UCCA says: "Although, in total, a higher percentage of candidates from the higher social classes were accepted, this difference is due to their better performance at A level."

Women were affected worse last year, the report says. Fewer were admitted to university than the previous year, fewer were referred in the clearing house system, and many fewer who passed A levels even applied through clearing houses.

No reason is given for that, but it is believed that women are being affected more than men because they tend to study arts subjects, which have suffered more than the sciences from the

cuts. The Equal Opportunities Commission said yesterday that it was concerned about the disproportionate effect of women.

Miss Warwick, general secretary of the Association of University Teachers, said it was disappointing as was the fact that university applicants were having to get higher and higher grades.

Yesterday's figures also showed more candidates who were refused by universities going back to school last year compared with 1979, 14 per cent compared with 12 per cent. Many more - 7.4 per cent compared with 4.2 per cent - were unemployed.

Statistical Supplement to the *Penguin Report, 1982-83*. The Universities Central Council on Admissions, PO Box 28, Gloucester, GL2 5JL.

Unemployment among graduates reached record levels last year, with perhaps as many as 13.5 per cent still out of work six months after completing their degrees, according to figures published yesterday by the University Grants Committee.

The number of graduates known to have failed to find work was almost 8,000 out of 66,000 students graduating. Graduate unemployment has risen over the years; it is now more than twice as likely to be without a job as in 1978.

However, their employment prospects are still better than national trends and unemployment rates vary considerably between different subjects. Only 1 per cent of medicine, dentistry, and health graduates fail to find work, compared with 18 per cent in humanities.

University Statistics 1982-83, Vol 2, First Destinations of University Graduates. University Grants Committee, PO Box 130, Cheltenham, Gloucestershire, GL51 5JL.

£11,000 equality grant

The Women's Staff Group at Aston University, Birmingham, has been awarded an £11,000 grant by the Equal Opportunities Commission directed at improving the female staff position and that of female students at the university.

It is the largest single grant in the commission's present rounds of awards. The grant will finance a one-year full-time appointment to coordinate what is called "a positive action programme".

Interviews for the post will be held shortly and will start on the programme in October.

It is believed to be the first such full-time appointment at a British university, although some part-

time work has been done on the same lines at Strathclyde University.

Miss Rowena Clayton, a lecturer and member of the staff group, said yesterday: "It is intended that the experience gained at Aston will enable the coordinator to draw up a code of practice for positive action, which can be applied to other universities."

The programme would involve investigating and acting on policies and practices in areas such as course content and publicly interview procedures, staff training and promotion, health services, and social provision.



Angela Rippon, the television personality, leaving hospital in Plymouth yesterday with both wrists in plaster but determined to be back on a horse in six weeks' time. She broke both wrists when her horse fell during trials in Devon on Sunday.

TV-am to replace Roland Rat with 'Popeye' cartoons

The commercial breakfast television station TV-am is to drop the popular puppet character Roland Rat at the end of the summer school holidays and replace him with Popeye cartoons.

Roland Rat, whose performances are thought to have played a large part in TV-am's recently improved ratings, is to feature only in extended shows during subsequent holidays.

Mr Greg Dyke, the editor-in-chief of TV-am, yesterday agreed that the station could lose some of its audience when the school holidays ended but denied suggestions that the company was breaking the terms of its franchise with its new, popular broadcasting style.

A leading article in *The Times* was singled out for criticism by Mr Dyke, who said that although he had not read TV-am's franchise application before joining the station, the company was doing nothing that was not in keeping with its submission to the Independent Broadcasting Authority.

He was the subject of a third leader in *The Times* accusing me of being too populist", he told a session on breakfast television at the Edinburgh International Television Festival.

"I find it difficult coming from *The Times*, a paper kept alive by the *Sun* and the *News of the World*. I don't think they have

watched the programme because if you did you would see it was still a mix of fun, kids' stuff, and serious news."

The original format, featuring the company's "famous five" presenters was "a bloody awful programme", Mr Dyke said. When he was brought into the station four months ago it was only five weeks from bankruptcy with ratings as low as 200,000.

"You had stories about American skateboarding ducks. If you're going to do skateboarding ducks, let's do British ones," he said.

He had responded by setting up an outside broadcast unit and buying in good cartoons in the belief, based on research in Australia, that the coming summer holidays would provide a good children's audience. Now the station was running neck and neck with the BBC's *Breakfast Time*.

A reshaping of the station's format is being planned, with keeping with its submission to the additional features on set news and home computers, a new consumer unit, and a political and economic desk.

Mr Dyke rejected suggestions that TV-am ought to be carrying lengthier news items. "There were some people who believed that *Weekend World* in the mornings would work. I think they were rather misguided if they ever believed that."

Warning on timber houses

Construction of timber-frame houses should be limited and a government inquiry set up to investigate possible faults in the new building method, according to a report published yesterday by the Association of Metropolitan Authorities. It says that more than one in five new homes in Britain are built by the timber-frame method and the figure is expected to double in 18 months.

Yet there were "serious doubts" about how long timber-frame buildings would last. A householder simply putting up a picture could puncture the timber frame's vapour barrier and put the house at risk, the report says.

The association, which represents local authorities in London, Merseyside, Greater Manchester, Tyne and Wear, West and South Yorkshire, and the West Midlands, says that although not all the defects reported by its members are serious, "it is known that extensive remedial works will be necessary in some cases."

Surveys of member authorities have shown that housing defects are most common in non-traditional, industrialized, and system-built homes. Timber-frame, the latest building "system", should therefore be regarded with caution, the report says.

Timber-frame housing is quicker to build and relies less on skilled labour, but most of the advantages appear to benefit the builder or developer and not the consumer, the report says.

It calls for:

- Householders to limit the number of timber-frame dwellings to 25 per cent of those constructed.
- A continuing Government-sponsored evaluation of timber-frame building methods.
- Longer guarantees for home owners.
- Advertising which states when a timber-frame has been used.
- Improvements in construction site supervision and tighter building regulations.

First class days out may return

By Michael Bailey
Transport Editor

British Rail is expected to reinstate first-class day returns - which it abolished in May - before the end of the year.

No decision has been reached, but British Rail spokesmen said yesterday that there was a growing realization that withdrawal of the tickets was a mistake, causing not only loss of revenue, but also widespread resentment among passengers.

Instead of travelling with a full-price first-class ticket - usually about double the price of a day return - British Rail's 700,000 customers using the tickets each year decided either to go by car or travel second class.

British Rail said: "We have had a very big public response on this issue, and there is a clear break between how the businessmen have reacted, by using his car, and the leisure traveller, who has gone down market."

Mr Liz Dumelow, secretary of the rail users' watchdog body, said yesterday: "People who have written to us are very aggrieved about this, but many more did not bother to complain and simply voted with their feet. Typical examples of day returns compared with normal first-class returns before May were: London to Brighton £8.80 (£16); London to Colchester £8.80 (£16); London to Oxford £10 (£17.50).

More than half the business, worth nearly £6m a year to British Rail, was with Southern Region which first took the view that by withdrawing the tickets it could make more money.

But the marketing men at British Rail headquarters were so involved in simplifying the fare structure that they thought it would be an anomaly to withdraw the ticket in just one region; so they abolished it altogether. Now it seems they are regretting it."

New house search for missing wife

The police hunting Mrs Diane Jones, aged 35, the missing wife of Dr Robert Jones, yesterday began another search of their £95,000 home. A video camera, electronic sensing equipment, a power drill, and a chainsaw were taken into the white-painted, 400-year-old beamed farmhouse.

Later loud banging noises could be heard from behind closed curtains inside the house, Lees Farm, Coggeshall, Essex.

After two hours the police left the house, carrying cases and toolboxes. The front door was locked by an estate agent who is advertising the house for sale.

Earlier the police had searched a wood known as the Dillery less than half a mile from the house. The wood, on land owned by the Essex Police Committee chairman, Mr Bill Dixon-Smith, contains a flooded sandpit known as "Dead Man's Pond" because two village people have drowned themselves in it.

Dr Jones, aged 40, who is on a month-long foreign holiday, is expected to leave Toronto today to fly to Sydney.

Originally, Dr Jones had told the police that he planned to visit Honolulu, but it was found out yesterday that he had changed his travel plans and intended to fly direct to Australia.

Banks fight £20m losses New card to cut cheque fraud

By Peter Wilson-Smith

A new type of cheque guarantee card, intended to reduce fraud, could be introduced early next year, according to banking sources.

Frankly, many of them highly organized, are costing the clearing banks an average of about £1 a year for each of the 20 million cards in use. But negotiations between the banks on a safer card have dragged on for nearly two years while the banks have

lost money. A new type of cheque guarantee card, intended to reduce fraud, could be introduced early next year, according to banking sources.

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Football club will aid arrested fans

By Arthur Osman, Birmingham

Birmingham City Football Club, which had 236 of its supporters arrested at Easton Station last Saturday on the opening day of the season before the match with West Ham United, said yesterday that it would offer their legal advice when all the facts were known.

Those arrested by what was said to be a large number of Metropolitan Police officers waiting at the station will appear at various courts this month, and next month, charged with public order offences.

The club appealed yesterday to all those who were arrested and everyone else who was on the train from Birmingham which arrived at Easton at 12.40 pm to write with their version of what happened.

Mr Keith Coombs, chairman of the club, said that they had received many telephone calls of complaint from parents of young people. Some had made allegations against the police.

"Due to their age, I would not like their cases to go by default. I think it falls on the club to show interest and use whatever offices we can to help them present their case. After all, they are our supporters. A lot of young people will need representation."

Mr Coombs said that the club solicitor had been consulted. "When we have a clearer picture of what happened, Birmingham City will be willing to offer legal advice. We should not just stand by in case an injustice is done."

Scotland Yard said it was not known whether Birmingham City had sought an official version of the events that led to the arrests. Many Birmingham supporters had arrived at Easton and run into the station concourse and Easton Road, knocking down pedestrians.

It was not policy to disclose how many officers had been deployed.

Waiter dies in £1m fire

A man died, five others, including three firemen, were injured, and about £1m worth of damage was caused when fire destroyed a shopping arcade and some flats and badly damaged an hotel at Ilfracombe, North Devon.

The fire broke out early yesterday and Mr Thomas Murphy, a waiter, died while trying to help in the evacuation of about 200 people. More than 400 people fought the blaze for six hours and two injured firemen were kept in hospital.

Policeman accused of murder

By Our Correspondent
Belfast

John Robinson, aged 25, an Ulster policeman, was remanded in custody yesterday when he appeared at a special court in Armagh charged with the murder of a leading member of the Irish National Liberation Army on December 12 last year.

Constable Robinson was flanked in the dock by two other policemen and a grant at the three-minute hearing. A detective superintendent told the magistrate that he believed he could connect Mr Robinson with the charge of murdering Mr Seamus Grew, aged 31.

Mr Grew was one of two men shot dead in a shooting on the outskirts of Armagh after a car chase. The chase started when their car burst through a Royal Ulster Constabulary checkpoint after crossing the border from the Irish Republic.

No mention was made at yesterday's hearing of the man who was shot with him, Roderick Martin Carroll, aged 22. Soon after they were killed the INLA described them as leading members and they were given paramilitary funerals.

Mr Grew had served a seven-year prison sentence for the attempted murder of a policeman while Mr Carroll had been charged with the attempted murder of an Ulster Defence Regiment soldier but the case was dropped by the Crown when a key witness retracted his evidence.

Constable Robinson is a married man. For security reasons his address was given in court yesterday as RUC headquarters, Belfast. He will appear at a court in the city next Friday.

Four "loyalist" remand prisoners in C Wing at Crumlin Road prison in Belfast smashed furniture, fittings and windows in their combined dining room and recreation hall yesterday and set on fire a library in the same room. Damage was described as considerable.

Loyalist remand prisoners in the hall had threatened on Wednesday to protest against the continuing ban on visits by friends and relatives to the three jails in Northern Ireland where such visits are held. The visits have been stopped because of an overtime ban by prison officers.

Microlight race to Paris threatened by weather

By Ronald Faux

Most of the pilots are French and they are heavily sponsored by the makers of cars, batteries, beverage companies, and banks. Other entrants are from America, Germany, Sweden and Switzerland. Several French pilots were however flying British-made aircraft.

The first leg of the race is planned from Biggin Hill to Lympne airfield, near Ashford, where the pilots don wet suits and lifejackets for the channel crossing to Cap Gris Nez, where they circle the lighthouse as a checkpoint before finishing the first day at Le Touquet, south of Boulogne.

Tomorrow the course is planned across country to a private airfield north of Paris where competitions will be held. On Sunday, the competitors cross the rooftops of the city to land in the Bois de Boulogne.

The start of today's London to Paris microlight air race from Biggin Hill airfield depends on which way a low pressure belt over the Irish Sea swings.

The 90 small aircraft will either take off powered by their small two-stroke engines or they will be launched and leave by road and ferry for France.

Pilots began to assemble their aircraft yesterday with one eye on the weather. There are only four British entries, two of them manufacturer-sponsored machines.

Some British pilots have withdrawn because of the cost of catering and taking part. Mr Robert Calvert, of Preston, a leading British microlight pilot, said he had decided not to take part when he discovered that taking part would cost him more than £1,000.

Coroner delays funeral of Aldermaston scientist

The funeral of a scientist who was employed at the Aldermaston Atomic Weapons Research Establishment has been postponed by the local coroner with an order for a post-mortem examination of the body.

On the afternoon before the cremation was due Mr Charles Hoile, the West Berkshire coroner, telephoned Mrs Helen Davey, widow of the scientist, Mr Norman Davey, to say that the funeral could not go ahead until he was satisfied about the cause of death.

A doctor signed a certificate after the death of Mr Davey, aged 61, in Newbury District Hospital on August 15, saying that he had died of natural causes, namely stomach cancer.

A spokesman for Mr Hoile, said yesterday: the post-mortem examination had been carried out and samples sent off for analysis.

A Ministry of Defence spokesman said that Mr Davey, of Newbury, Berkshire, had worked as a scientist officer in radiochemical analysis, but could not say whether he had ever been contaminated by radioactive material. The coroner expected to make an announcement soon, he said.

In 1978 the Pochin inquiry was held after a leak of deadly radioactive plutonium dust, which led to the closure of part of the Aldermaston base.

Unions representing 74 families of more than 70 Aldermaston workers later instigated court action seeking compensation, claiming that there had been a cover-up and that many staff had been contaminated. Some have since died of cancer.

Mr Davey became ill last November and had two operations before his death.

Trawlers freed

Four Danish trawlers arrested on Wednesday night off the coast of Aberdeen were allowed to resume fishing yesterday after the Department of Agriculture and Fisheries for Scotland decided that under EEC regulations they had not been acting illegally.

Police inquiry

The police are investigating allegations against five suspended detectives of the London Transport Police, a divisional spokesman said yesterday. He would give no details of the allegations.

Barbados brothers to stay in Britain

By Craig Seton

A mother who arrived in Britain yesterday to help the campaign to stop the deportation of her two sons stepped from an aircraft at Heathrow airport, London, to be told that the Home Office had just given them the right to settle in Britain.

Mr Geoffrey Ramsey, aged 23, and his brother David, were to be deported because neither their parents nor grandparents were born in Britain. As they waited at Heathrow for their mother, Mrs Penelope Ramsey, to arrive from her home in Barbados to help in their final appeal to the Home Office next week, a number of schoolchildren broke the good news.

Mrs Ramsey told *The Times* yesterday: "I was absolutely overwhelmed with such fabulous news. The street had overshadowed everything."

Mr Geoffrey Ramsey said: "We are greatly relieved. We have lived with such uncertainty that we have not been able to plan our future, but now at last we can get on with our lives."

The news was given by Mr David Waddington, Minister of State at the Home Office, who said: "The Home Secretary and I have decided that it would be right to act outside the rules and grant the Ramsey brothers the right of settlement in this country."

The brothers did not come within the rules governing "United Kingdom ancestry" but it was clear that "their links with this country have for several generations been exceptionally strong."

The news ended a campaign lasting almost three years by Mrs Peggy Howard, aged 75, the brothers' grandmother from Gerrards Cross, Buckinghamshire, other members of the family, and members of Parliament.

Mrs Howard had described her grandsons as "British through and through". She was born in Ceylon, now Sri Lanka, and came of a long line of tea planters and missionaries. Mrs Howard returned to Britain after the death of her husband in a Japanese prisoner of war camp and her daughter, Penelope, the brothers' mother, went to Barbados and married Mr Ronald Ramsey, a sugar planter born on the island.

Barbados said came to live in England in 1976. Mr Geoffrey Ramsey works for a timber merchant in London, and his brother is a supermarket assistant manager.

Mrs Ramsey - who was to have taken part in presenting a petition to the Prime Minister in Downing Street next week, said she and her husband had planned to retire to Britain. "If we did not think we had a good case, we would not have gone this far."

The brothers were born in

Council burns 2,400 pirate tapes

By Our Correspondent
Liverpool

Pirated video tapes valued at more than £60,000 were burnt yesterday by Merseyside County Council's incinerator at Bidston. The 2,400 tapes had been seized in raids on video libraries.

Among the tapes were near perfect copies of *E.T.* and *Gandhi*, neither of which are legally available on video. There were also hundreds of other pirated films and many video "nasties".

Presiding over the incineration was the chairman of Merseyside's Public Protection Committee, Mr John Gallagher, who is calling for a licensing system for video libraries.

Mr Gallagher added that many tapes were being rerecorded to make them into video "nasties".

Warwickshire County Council trading standards officers have seized 1,200 tapes, believed to be from four houses on the Symbian Estate, Leamington Spa.

New car by courtesy of the police

A Norfolk family whose new mini-metro car was wrecked when the police commandeered it for a road block will today be given the keys to a new car paid for by the police.

The family were still sitting in their three-month-old car when one being chased at high speed by the police ran into the roadblock at Worsley, Norfolk, last month.

Mr Gordon Phillips, a teacher, of Fincham, Norfolk, his wife Josephine, and children, Joshua and Hollie, escaped from the wreckage unhurt, but their car was a write off.

Mr John Hall the Norfolk assistant chief constable who will hand over the keys to the new car, said yesterday: "An inquiry is still going on into the incident to see if there are any lessons to be learnt."

"We were determined from the outset that Mr Phillips would not lose in any way. I hired a car for him until we could find an identical new one."

also has its eco... the Pres

London concern at Harare trial

Foreign Office summons Zimbabwe envoy over Air Force arrests

By Henry Stanhope, Diplomatic Correspondent

Mr Mubvumba Samuel Kajese, Zimbabwe's acting High Commissioner in London, was summoned to the Foreign Office last night amid growing international concern over the fate of six Zimbabwe Air Force officers...

and 60 officers and NCOs as they near the end of their first training phase. HARARE: Back in Chikurubi maximum-security prison yesterday after their acquittal, the six officers were said by their lawyers to be in good spirits and confident they will be released soon...

Edward Moll had been detained for eight months, Dr Ushewokunze said: "I do not have to give a catalogue of what happened. He was given his due time in the cooler and he is out, so I do not see any need for further explanations."

A seventh airman arrested two days after the sabotage is still in detention, although the Attorney-General's office declined to prosecute him for lack of evidence.

Air Lieutenant Nigel Lewis-Walker, also a dual British-Zimbabwe national, is being held on a detention order which alleges that he cut a hole in the Thornhill security fence through which the saboteurs gained entry.

DUBLIN: The official visit to Ireland next week of Mr Mugabe and a team of Cabinet ministers could prove acutely embarrassing for the African delegation...

Two of the six officers acquitted on Wednesday hold Irish passports. They are Wing Commanders Peter Briscoe and John Cox.

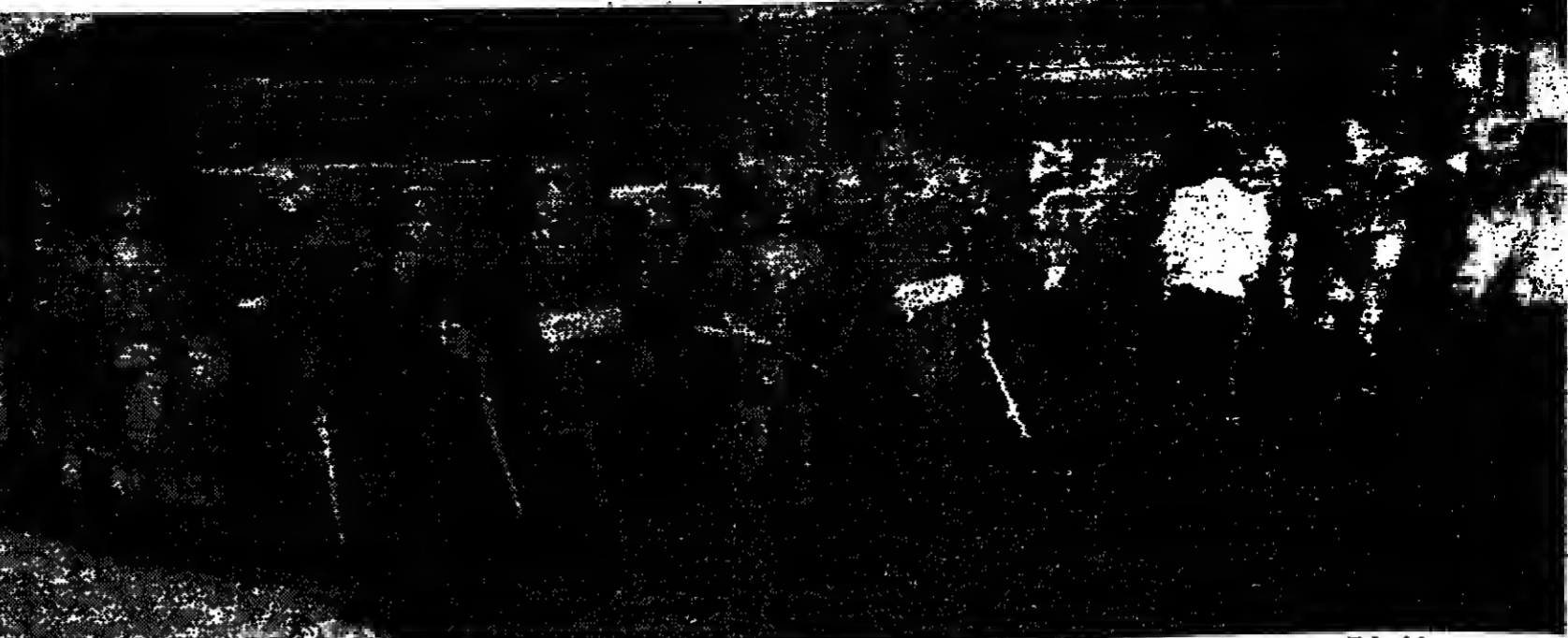
A spokesman for the Irish Department of Foreign Affairs in Dublin said yesterday: "We are investigating what steps we can take on behalf of the Irish passport holders."

The Zimbabwe delegation visit was officially confirmed yesterday by the Dublin Government. Mr Mugabe is due to meet Dr Carrut Fitzgerald, the Prime Minister and Mr Peter Barry, the Foreign Minister, during the two-day visit.

Whites' future, page 8 Leading article and letter, page 9

Open house

Johannesburg (AFP) - The town council of the white residential Johannesburg suburb of Randburg has agreed to open its swimming pools, public toilets, transport, creches and nursery schools to all races.



Back on the streets: Riot police in Wroclaw facing demonstrators in one of the pro-Solidarity protests that erupted in Polish cities

Polish press tries to play down Solidarity riots

From Roger Boyes

Some yards away from the scene of Wednesday's clashes between Solidarity supporters and the batons of the militia, the Polish authorities last night held an anti-rally in the form of a light-and-sound show in Warsaw's Castle Square.

Nearby police have removed a floral cross - the focus of Solidarity demonstrations - from the shelter of St Anna's Church and a militia stands guard. A column of militia vehicles parked near some student hostels houses more police-

men smoking, playing cards and reading comics.

Everything was, is and will be normal, the Polish press declared yesterday in their analysis of Solidarity demonstrations which broke out in Nowa Huta, Wroclaw, Gdansk, Warsaw, Czestochowa and Lublin.

Pictures received from Nowa Huta, the steel producing centre near Cracow, show demonstrators - perhaps 3,000 of them - ripping up pavements and passing slabs along a human chain to form a barricade against the militia tear gas and water cannon brigades. The fighting

in Nowa Huta, much of it near the new church in the town centre, was evidently bloody with some injuries also among the policemen.

The Polish press seemed torn yesterday between describing these incidents and deploring the violence and claiming, again and again that August 31 was absolutely normal, peaceful, calm.

A dispatch entitled: "Good work in Poland" from the news agency PAF, said: "The last day of August was marked by hard work in the Lenin shipyards in Gdansk where the construction of 11 ships continued."

The report did not mention that after the good work the workers demonstrated with some conviction their support for the Gdansk agreement which three years ago anchored the right to have free and independent trade unions.

Most commentaries describe Wednesday's demonstrations as probably the last attempt of the Solidarity underground to organize demonstrations. That remains to be seen. In the meantime the Government is fostering what might be termed the propaganda of ordinariness.

'Stern' publishers seek independent investigation

Hamburg (Reuters) - The publisher of the West German news magazine Stern called for an independent investigation into how it was duped into publishing the forged "Hitler diaries".

He said an internal inquiry which has just been completed was not objective. But Herr Henri Nannen's call yesterday for a new inquiry met immediate opposition from his own managing board and editorial staff.

He told a press conference here that an inquiry by members of the

editorial staff had produced contradictory accusations against some staff members but had failed to furnish proof.

He said a new investigating commission would be set up, independent of the editorial and publishing staffs and with at least two judicial officials on it. He said the first report, while relatively favourable to him, should not be published.

The managing board of Gruner and Jahr, Stern's publishing company, issued a statement immediately afterwards saying

that it would probably not comply with Herr Nannen's request, and that it still believed the staff should decide in what form the present report could be published.

A spokesman for the Stern editorial staff told journalists that Herr Nannen, by giving a press conference yesterday had broken an agreement between the Stern publishers and journalists not to discuss the report in public until agreement had been reached on how to handle it.

She said the report, which journalists' representatives have

not yet seen, would be presented to a full meeting of journalists on September 9 along with comments from staff members implicated in it.

The internal inquiry was separate from an investigation being conducted by the Hamburg state prosecutor into alleged fraud by the former Stern journalist, Herr Gerd Heidemann, and the Nazi memorabilia dealer, Herr Konrad Kujawa, who supplied the diaries to Stern.

Both men have been in custody since May awaiting trial.

Shuttle arm proves its muscle

Cape Canaveral (AFP) - Astronauts of the space shuttle Challenger tested the spacecraft's 50-ft robot arm yesterday, lifting a 7,640lb package designed to simulate satellites the shuttle is to retrieve and deploy in the future.

"It works like a champ," the mission specialist Dale Gardner told mission control in Houston, after lifting the aluminium and lead object.

The space agency hopes to use the Canadian-manufactured arm to deploy and retrieve satellites weighing as much as 65,000lb, and later to build a space station.

Soviet soldier refused asylum

Zirndorf, West Germany (Reuters) - A Soviet soldier interned in Switzerland after being captured by Afghan guerrillas has been refused political asylum in West Germany, a West German spokesman said yesterday.

The Federal Asylum Office rejected Mr Yuri Ivanovich Vashchenko's request, saying he had already found protection from political persecution in Switzerland, where he escaped from internment.

Uruguay ban

Montevideo, (Reuters) - Uruguay's military rulers have banned the Peace and Justice Service, the only human rights group in the country. The organization is headed by the winner Nobel Peace Prize winner Senator Adolfo Perez Esquivel.

Invited to view

Two Spanish colonels have been invited by the Soviet Union to attend next week's military manoeuvres near the Caspian Sea, according to Defence Ministry sources. Spain is a member of Nato's political organization but not integrated into the defence system.

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Lean time for Soviet roadhogs

From Richard Owen Moscow

After an initial flurry of on-the-spot fines and police severity Moscow motorists swiftly reverted to their bad old ways yesterday despite stiff new penalties for traffic offences.

Moscow traffic police in their distinctive red and blue peaked caps were out in force from dawn imposing fines of up to 50 roubles (£44) for speeding and dangerous driving.

This includes unauthorized overtaking (left hand lanes are reserved for government officials, most of them speeding) and illegal turns, but not failure to stop at a pedestrian crossing, since in Moscow pedestrians stop to allow cars to pass rather than the other way round.

Pedestrians also faced fines of up to 30 roubles for endangering traffic, although most of the police victims yesterday seemed to be the familiar Moscow drunks.

Soviet traffic rules are already severe, and even include penalties for driving a dirty car. Yesterday, however, police were bused into Moscow to enforce the rules more stringently than usual. As a result, there were fewer private cars in some districts, and fewer motorists moonlighting as unofficial taxi drivers.

drive along some of Moscow's busiest roads showed that most motorists were still changing lanes recklessly, with bemused "out of towners" from the countryside the worst offenders.

Russians often complain that they are stopped for trivial or non-existent offences by policemen who let them off for a small bribe.

The authorities have tried to come to grips with the problem by urging the police force and imposing higher standards. The new head of the traffic police (GAI), Mr Viktor Piskaryov, recently warned motorists in a television appearance to obey traffic rules.

He said yesterday that the new law was stern, humane and just, and was necessary because of the incessant expansion of road networks. "They should improve the roads, not put up the fines", grumbled one motorist.

New-look force to be reckoned with Army may make or break Lebanon

From Robert Fisk Beirut

The three Lebanese Army intelligence officers wanted to show their self-confidence. "We can control Beirut and we can go into the Chouf mountains," the youngest said. "There will be no problem."

But if there was a problem, if regular troops could not control the Druze towns and villages where the Israelis leave, would that not be the end of the Lebanese Army?

The senior of the three men stared out of the windows of the Defence Ministry office at the distant city of Beirut below. "It will be the end of the Government," he said firmly. "Not the Army."

He had clearly been thinking along these lines before and there are few American diplomats in Beirut who would not disagree. Should President Gemayel's government collapse, the Army just could turn out to be the one institution capable of saving Lebanon from anarchy.

No one talks publicly about the possibility of a military government here but the Army - in just 11 months - has turned out to be the largest, best equipped and best-trained Lebanese armed force in the country.

Worried senators add to pressure on Reagan

From Nicholas Ashford Washington

The Reagan Administration is coming under growing congressional pressure either to withdraw American Marines from Beirut or allow Congress to decide if they should remain under fire.

Adding his voice to those who have called on the President to invoke the 1973 War Powers Act is Senator Charles Percy (Republican, Illinois), chairman of the influential Senate foreign relations committee.

He said in a newspaper interview: "We have people up in helicopters, we're shooting rockets and artillery - if that isn't imminent hostilities, I don't know what is."

Under the Act, the President must consult Congress before sending troops equipped for combat. Congress can ask for the troops to be recalled within 60

French send in a carrier

Paris (The French aircraft carrier, Foch was due to leave Toulon yesterday for Beirut to back up the 2,000 French troops in the multinational force, according to unconfirmed reports here. (Dianna Goddes writes). The Foch was expected to be accompanied by the Montcalm and the replenishment tanker La Mouze. They are to join the destroyer Guenetric and the depot ship Ramon, which have been on station outside Beirut for the past few weeks.

Meanwhile, a senior adviser to President Mitterand arrived in Beirut yesterday for talks with Lebanese officials after the deaths of the four French legionnaires and one French security guard this week. (AP reports). Beirut radio said that M Francois de Grossouvre, the President's Chief of Staff, was ushered immediately into a meeting with President Gemayel.

millions in Lebanon and the street battles that raged across west Beirut this week began to prove that this is also true in practice.

For the first time since it broke apart in the civil war seven and a half years ago, Lebanese soldiers actually looked like soldiers, their faces covered in sweat and grime, firing from the hip as they ran from doorway to doorway down narrow streets.

Until now, it has been difficult to take them seriously. Lebanese soldiers often checked themselves out of the barracks for three-month holidays, rarely bothered to defend their posts under fire and never cared to take on the street gangs of Beirut.

Their equipment was poorly maintained, and their artillery frequently turned out to be incapable of firing. Officers developed a disturbing habit of smoking cigarettes in holders and wearing painted boots with built-up heels.

Tight security for Arafat in Geneva

Amid extensive security measures, with his hotel ringed by armed police, Mr Yassar Arafat, chairman of the Palestine Liberation Organization, arrived in Geneva yesterday from Tunis to address the United Nations International Conference on the Question of Palestine (Alan McGregor writes).

The conference was urged yesterday by Mr Paul McCloskey, a former US Congressman, to reconsider all UN resolutions on the Palestine problem.

Right-winger urges Zia to speed power transfer

From Hassan Akhtar, Islamabad

Mian Tufail Mohammad, president of the right-wing Jamaati Islami party, of the right-wing has asked President Zia ul Haq of Pakistan to advance the proposed date of transfer of power to an elected government by one year, to March next year.

He also asked the President to lift the ban on political activity imposed under a martial law regulation in 1979.

Mian Tufail led his party leaders in talks with General Zia on August 28. Jamaati Islami, which has the most disciplined party cadre in the country, has supported General Zia's martial law regime.

West German protesters blockade American base

From Michael Binyon, Bonn

At dawn, exactly 44 years after the German invasion of Poland that started the Second World War, anti-nuclear demonstrators began a blockade of the American military depot at Mutlangen.

At the same time, 50 members of the unofficial East German peace movement who began vigils outside the Soviet and American embassies in East Berlin were removed by police, and several were arrested.

The West German peace movement's protest marked the start of a series of blockades, marches and rallies against the stationing of Nato nuclear missiles in West Germany planned for the autumn.

About 2,500 people, including Herr Heinrich Boll, the Nobel Prize-winning author, Herr Oskar Lafontaine, the left-wing Social Democratic Mayor of Saarbrücken, and Herr Erhard Eppler, a former Mayor of West Berlin, took part in a silent march round the American base.

Some 400 people then sat down in the entrance road. They will be immediately replaced as and when they are removed by police in an attempt to keep up the blockade for three days.

No incidents had been reported by yesterday. The police, who were out in force, made no move to engage the demonstrators, who sang songs and adorned the barbed wire surrounding the base with wild flowers.

They also strung a banner with the peace movement's slogan "Swords into ploughshares" on the wire near the main gate.

The peace movement believes Pershing 1 missiles are due to be

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Mexico has pulled out of its economic nosedive, President says

From Christopher Thomas, Mexico City

President Miguel de la Madrid of Mexico said yesterday that the Mexican economy was "no longer in a nosedive" just a year after collapse of the currency treated to a series of catastrophic deficits.

"But the crisis is still with us," he told Congress in his first State of the Nation address, nine months after taking office. Companies still had difficulties, inflation persisted, serving the nation's debt was a burden, and there was insufficient foreign exchange for imports.

The two-and-a-half-hour speech was flavoured at the beginning and end with the traditional but largely meaningless revolutionary rhetoric that permeates Mexican politics. In essence, though, it was addressed to foreign ears - the bankers and governments who were shaken last year by the suspension of payments on \$80,000m (£53,000m) of foreign debt.

In one memorable weekend in August one of the largest financial aid packages in history was put together by the United States and other governments. Since then stringent austerity measures have been introduced - and mostly accepted without the widespread strikes that at one point looked inevitable - in return for the help of the International Monetary Fund.

Inflation has fallen below three figures (the official July figure was just under 5 per cent), unemployment has stopped surging forward

at the rate it has for most of the last 12 months and there was a \$6,300m trade surplus in the first half of the year.

But President de la Madrid gave a warning. "The international prospects are not encouraging, the challenge is enormous and analogous to times of war. The destiny of the nation is at stake."

Despite the draconian cost-cutting measures affecting almost every Mexican, he announced salary increases of 3,000 pesos (£15) a month for employees of the Government's executive, legislative and judicial branches and for the armed forces.

Clearly, he is anxious to avert discontent on his own doorstep.

The President also touched on that most traditional of Mexican institutions - corruption - and

outlined his campaign of eradication. It is called a Programme of Moral Renovation.

"It is immoral to mix state finances with one's own," he intoned. "Public service cannot be combined with private business and even less so when that business traps profit from one's public service." He also confirmed steps taken against police corruption.

His address was surprisingly mild on Central America. He focused on the peace efforts of the Contadora nations - Mexico, Panama, Venezuela and Colombia - and virtually left the US entirely out of the picture. Indeed, far from indulging in the popular tradition of attacking the Americans, he spoke of "the cordial and respectful nature of our relations."

Breakthrough claimed in El Salvador talks

Bogotá (Retnra) - Mr Richard Stone, the US special envoy, said talks with El Salvador's leftist guerrillas had "broken the ice" in the search for peace in Central America.

Mr Stone was speaking after nearly three hours of talks on Wednesday night with President Belisario Betancur, of Colombia, who had earlier met a representative of the guerrillas.

He arrived in Bogotá after briefing President Alvaro Magaña

of El Salvador at a meeting he held in Costa Rica on Tuesday with four representatives of the Farabundo Martí National Liberation Front (FMLN), the umbrella organization for five guerrilla groups trying to overthrow the El Salvador Government.

ISLA EL TIGRE: The United States has begun building a radar station on this Honduran island in an attempt to help stop the flow of arms from Nicaragua to guerrillas in El Salvador.

Winning the fight against disease and destitution

Things are getting better in Calcutta . . . slowly

From Michael Hamlyn, Calcutta

A man in the piercingly white robes with the bands of blue, made internationally famous by Mother Theresa, agreed. Yes, the conditions of the poor in Calcutta are getting better.

Sister Margaret Mary, who has been with the Missionaries of Charity since 1958, when Mother Theresa founded the order, smiled. "You don't get people dying and rotting in the street", she said. "You don't get young children simply thrown on to the rubbish tips."

But Calcutta is still the city of pavement dwellers. It is still a city of dense slums and hunger. The real effluence of pavement dwellers came with the inflow of two million refugees from East Bengal when it became East Pakistan in 1947.

Their numbers have been swollen from time to time as drought or flood or other natural calamities which seem endemic to Bengal have driven people from the land.

The authorities believe that maybe as many as 100,000 people live out of doors all the year round, moving to railway station platforms or bus shelters when the brief but energetic monsoon leaves the roads awash with mud and water.

People have been born and raised on the pavements, have lived their whole lives and died there. There have been marriages in which the proud father's dowry to his daughter was the best piece of pavement on the block to share with her husband.

Schools for the children of such unions are now conducted on the pavements, run by charitable



Road block: The authorities in Calcutta see no hope of ending the city's traffic chaos.

organizations such as the Lutheran Church, or by former pavement dwellers who have managed to lift themselves from their poverty.

The authorities also agree with Sister Margaret Mary that things in Calcutta are getting better, however. Mr S. C. Basu, who speaks for the Calcutta Metropolitan Development Authority in a cluttered office not far down the Lower Circular Road from the Missionaries of Charity, pointed out that in the slums Calcutta could regularly expect an average of 1,000 deaths a year from cholera. In the past few years they have had none.

The problems of the city were allowed to fester after independence. When finally conditions got to be so intolerable that armed revolution was visibly brewing in the streets, the responsibility for action was taken away from the city council and given to the Metropolitan Development Authority (CMDA).

The CMDA speaks proudly of its achievements in bringing a better water supply to the slum dwellers. The last big water works were built by the British 120 years ago. The last main sewer was built in 1896. Now the water supply has increased from

22 gallons per head per day to 40 gallons.

There is a tap for every 25 slum houses. The CMDA has provided sanitary latrines. It has covered drains, provided concrete roads to replace the muddy tracks between the shacks. Street lighting is installed.

The authority admits to one failure, traffic. There have been a number of massive projects to speed Calcutta's citizens around the city. "At present our roads are about 100 per cent overcrowded", says Mr Basu. "In the 1990s when all of these projects are completed and working, we have

worked out that the roads will still be 100 per cent overcrowded."

One factor is making Calcutta's problems more manageable. The city's population is growing at the rate of only 0.4 per cent per year, compared with 7 per cent a year for Bombay and Delhi.

Calcutta has seemed to be quite the mugged it was, as the only source of industrial employment in the eastern belt, while in the countryside the land which supported only one crop of grain a year now is more productive.

Minister goes to aid of flood-hit Basque region

From Richard Wigg, Madrid

A central Government team headed by Señor Jose Barrio nuevo, the Interior Minister, arrives today in the Basque country to work out details of huge financial assistance to one of Spain's main industrial regions, now officially a catastrophe area.

His mission is important not only in laying a basis for industrial reconstruction but for future relations between Madrid and the Basque autonomous regional government.

These had been deteriorating until last weekend's torrential rains and flooding, with an official death toll of more than 40, brought a rescue operation by the central Government.

The Cabinet, devoting its entire session on Wednesday to the problems left by the floods in northern Spain, accepted a provisional figure of the damage to industry, infrastructure, and agriculture, but excluding private homes, of more than 530 billion pesetas (£2.4 billion), one ninth of

Spain's entire national budget this year.

The Cabinet ordered Señor Barrio nuevo to open talks with Señor Carlos Garaicoechea, the Basque Chief Minister, and the other regional authorities.

Many Basque industrialists foresee a two-month hiatus before they can get back into production and some 25,000 workers in a region already suffering heavy unemployment face up to three months only on unemployment pay.

This has been allowed under an emergency provision for temporary redundancies, but the future of these workers is highly uncertain.

Local economists are questioning whether the talks will mean an attempt to reconstruct, on central Government funds, local industries. "It is a bit like the case of the depression and ETA terrorism or finally force the restructuring of the Basque region's old heavy industries."

The Basque Nationalist Party in power is closely linked to the small and medium-sized companies who have been worst hit by the flooding.

Broadcasting on state television, the Basque Chief Minister admitted the region's dependence on the central Government coming to its rescue, but spoke of the risks of favouritism in distributing financial aid.

The Interior Minister, after emphasizing that four Civil Guards had died in rescue operations, said he hoped the extent of future aid would clear up suspicions between the Basque people and the Spanish state.

Elections to the Basque Parliament are due next spring, with the Socialists strong challengers.



Señor Barrio nuevo: Mission to build trust.

Police take fizz out of beer extortion plot

The Hague (AP) - A doctor alleged to have sought financing a coup in Surinam has been arrested in a plot to extort \$20m (£13.5m) from Heineken brewers by threatening to adulterate his beer, police confirmed yesterday.

Dr Hendrikus Doeriga, aged 41, was taken into custody on Monday near a telephone booth from which he was said to have made the last of 16 threatening telephone calls to the brewers headquarters in the town of Zoetermeer near by.

After his arrest, Dr Doeriga, a Surinamese-born Dutch citizen, allegedly said he opposed the Surinam regime of Colonel Deyal Bouterse, and wanted money to mount a counter-coup against him.

Judicial authorities say they are convinced that no Heineken beer adulterated during the plot is in circulation, and no injuries were reported as a result of the scheme.

The plot began on August 4, when Heineken, the nation's largest brewer, received the "extortion demand" by letter, accompanied by a can of beer into which had been injected a small amount of a drug used to reduce heart rates.

Mania police deny they shot protester

Manila (AP) - Police here yesterday denied responsibility for the death of a student in a three-hour clash on Wednesday in which about 40 people were injured shortly after the funeral of Benigno Aquino, the assassinated opposition leader.

The student was shot dead as soldiers and policemen battled with students protesting over the murder of Mr Aquino on August 21.

A police spokesman said that scores of people, including at least three policemen, were injured by army bullets or missiles which he said were fired or thrown.

Mr Salvador Laurel, another opposition leader, said yesterday that President Marcos should step down and give way to a caretaker government to head off a violent revolution in the Philippines.

Mr Laurel, president of the United National Democratic Organization, said that such a caretaker government, composed of respected citizens, should investigate the assassination.

It should also implement a policy of national reconciliation by giving an amnesty to political detainees, writing a new constitution and calling a general election.

Guerrillas kill Russians

From Neil Kelly, Bangkok

Nine Soviet military advisers have been killed in Cambodia by anti-Vietnamese guerrillas according to a well-informed Western diplomat here. The diplomat, who is regarded as an authority on the military situation in Cambodia, refused to be named but said he had learnt of the incident from a "very trustworthy" source.

He said the incident occurred three weeks ago at an army training centre near Kompong Cham, 45 miles east of Phnom Penh. Khmer Rouge guerrillas attacked the Russians as they were instructing Vietnamese soldiers in the use of multiple

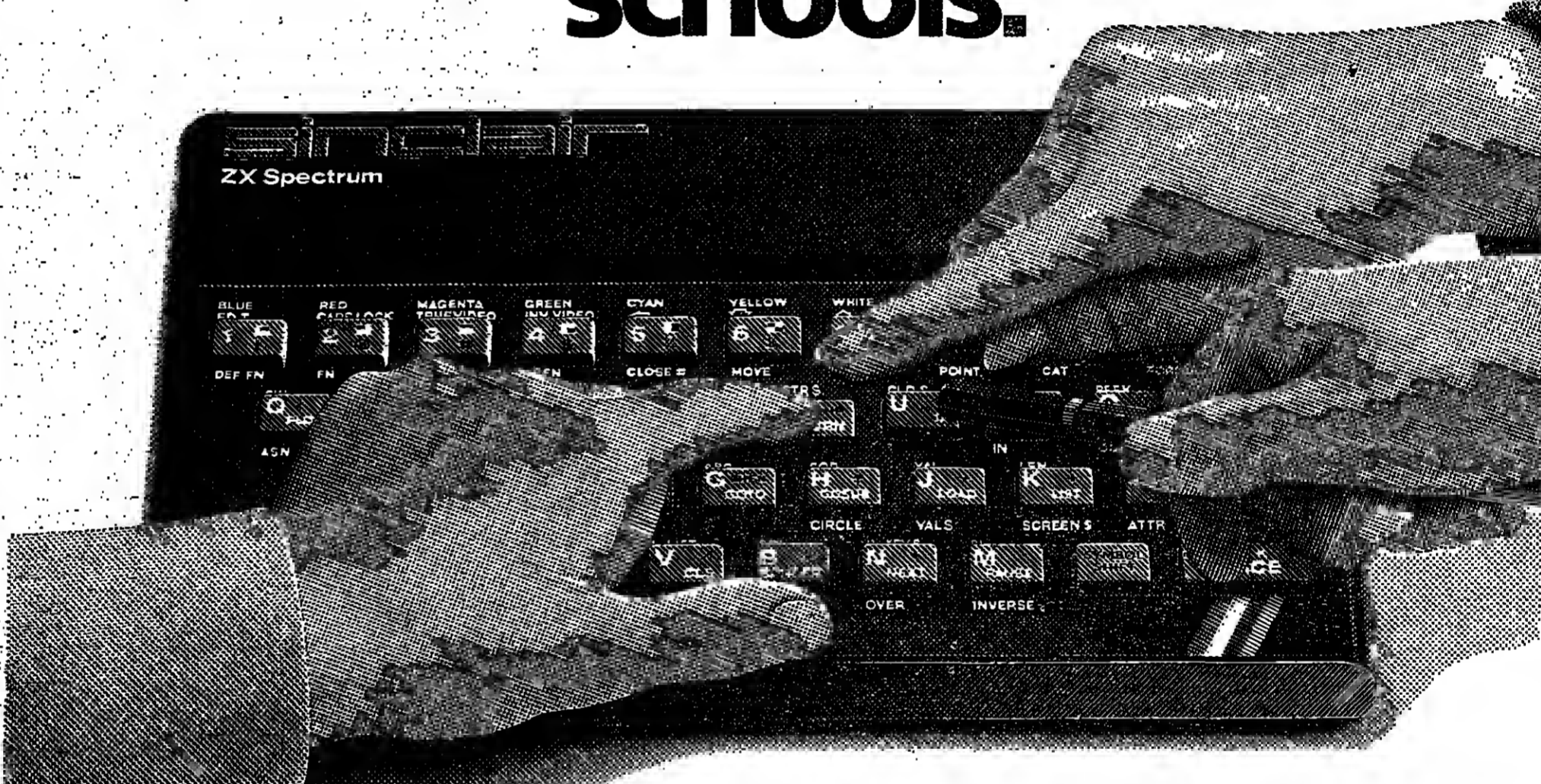
rocket launchers. At least 10 Vietnamese soldiers had also been killed.

The incident has not been confirmed by other sources although an official of the Khmer People's National Liberation front (KPNLF) said they had learnt that Vietnamese soldiers had been ambushed near Kompong Cham in early August.

Last year Khmer Rouge guerrillas killed Mr Niham Heng, Deputy Agriculture Minister in the Phnom Penh Government, near the huge rubber plantation outside Kompong Cham.

About 500 Russian work in Cambodia on aid projects.

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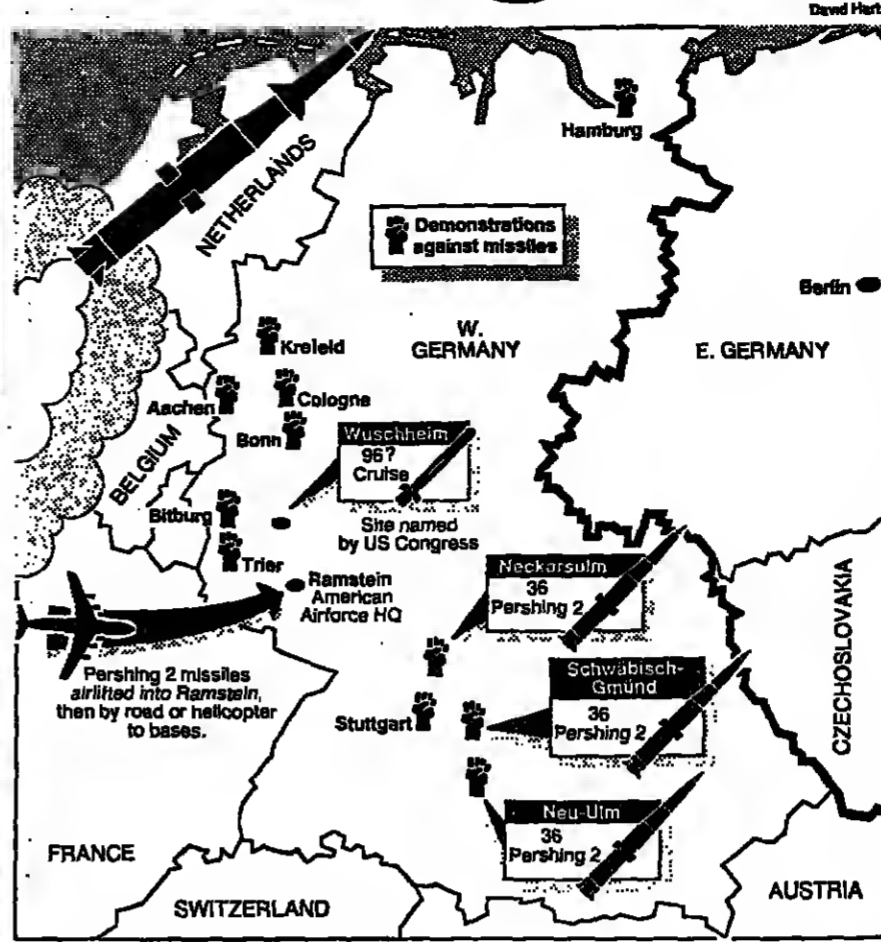
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SPECTRUM

Playing host to Pershing



moreover... Miles Kington

Fringe a bit thin at Auld Reekie

Edinburgh There is a widespread legend that the Edinburgh Fringe is a hot oratory of talent, that every year new geniuses are discovered, wet behind the ears, and are then rushed down to London, heads hanging out of the train window, so that their cars can dry in time for the first triumphant London appearance. The list is endless, people say. Beyond the Fringe, Tom Stoppard, Rowan Atkinson...

As far as I can make out, the list stops right there. In the last 20 years I can't think of anyone else who has shot to immediate stardom or, at the very least, to magazine status. The very first fringe company I was part of, the 1963 Oxford group, contained a couple of future Monty Python members and directors like Michael Rudman and Brahm Murray, but it took them years and years to inch upwards to fame and fortune. One never in fact, was transferred to the London West End for a disastrous two weeks which may well have set our careers back a while, or at least warned us not to expect too much too soon. One actor, whom I remember as a very funny man, was so sobered that he is today head of the Council for the Preservation of Rural England.

If anything the opposite is true. There is a sort of excited buzz at the Fringe, which makes a lot of quite good things seem very good indeed. For three weeks, Edinburgh becomes a mini-version of New York, with that legendary excitement to the air that Essex cooivoces people great things are happening here. In the last six years, I have seen only a few fringe shows which were so good that I'd bet they thought they could survive the transition to London.

A one-man show by Chris Laogham. A begin mime show by Bob Berk. A two-hander small called Wet Ham & Herbs. I saw all three in London and they were all very good. One of the best was something missing... The air of Edinburgh must have been, which for these three weeks becomes a sort of hallucinogenic drug.

This year there are apparently more revues than ever, more cabaret and comedy and fewer Brecht and gay theatre companies, which seems to back up the theory about people gagging to see their hands raised. The general standard seems pretty high, with nothing particularly outstanding. I very much enjoyed the Omellete Broadcasting Company's evening of totally improvised comedy, though to an actor with workshop training, I guess it would appear less than astounding.

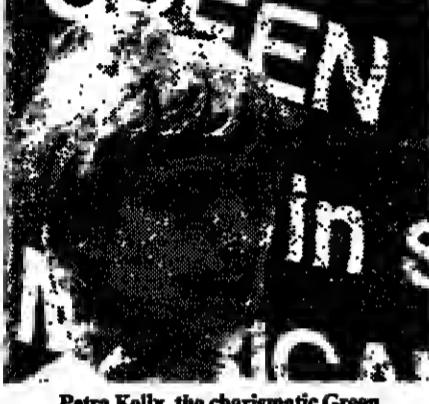
There were lots of good things in a show called Wow. The National Theatre of Brent is excellent. Nola Rae is a very observant and beguiling mime, with a version of Hamlet performed entirely with her hands. One should see this year's usual Shakespeare award.

But was it all just the Edinburgh air? I don't quite think so. As by contrast I was very disappointed by the show which is said to be the hottest ticket in town, Stand Up Comedy '83. This is the label for three of our so-called New Wave comedians, Ben Elton, Andy de la Tour, and Rod McKay. McKay could be a bit of a also genius, I think, but the other two rely on a somewhat relentless quick-fire patter, about the police and drugs, in a style devoid of timing or light and shade which would have, a second old fashioned in 1930, and makes 1985 Alexei Sayle look very good indeed.

Norman Tebbit is in the New Wave what mothers-in-law are to Les Dawson, only the jokes aren't nearly so good. I have to record faithfully that a lot of the audience fell about rather as university students do, rather than about when the name of the union librarian is mentioned, or as rock audiences clap, 000 themselves when they recognize the start of a day, number.

What strikes me most is that the one who showed I was really bowled over by in the comed field was not New Wave or revue or improvised or mimed. It was the Brass Band, five hugely gifted musicians from California who play immaculate versions of Tchaikovsky, Brahms and other sacred stuff, with a downing around as relentlessly as a Walt Disney cartoon. I usually find it easy to resist music. American country styles, but the knockabout wit, surreal humour and the wonderful musicianship of these five, especially the two trumpeters, who have struck up a partnership like two Harpo Marx - battered down my defences and left me helpless.

The question still remains, though: Would you enjoy them as much in London? The last thing is that, up here in Edinburgh, it seems totally remote questions. And now, if you excuse me, I have another five shows to go before sundown.



West Germany faces fierce anti-missile protests this autumn. Michael Binyon profiles Bitburg, already the scene of demonstrations (top)

and thought to be a possible home for the super-fast rockets the Soviets, and others, fear

Tucked away in the hills near the Luxembourg border, Bitburg is one of those small, charming towns that typifies rural Germany: prosperous, piously Catholic, staunchly conservative and of course renowned for its pilsener beer. But this quiet community, like half a dozen others in West Germany, is experiencing a hot autumn of unwelcome protests, civil disobedience and rallies by demonstrators from all parts of the Rhineland. For Bitburg is one of the possible sites where American cruise missiles will be deployed. And as the December deadline for agreement at the Geneva arms talks looms nearer, Bitburg is looking anxiously at what deployment would mean for its people, their security and their close friendship with the Americans in their midst.

Since 1952 Bitburg has been host to the 36th Tactical Fighter Wing of the United States Air Force. Some 12,000 Servicemen and their families are stationed there, doubling the population. Over the past 30 years 16,000 American children have been born in Bitburg and hundreds of servicemen have taken local brides. Inter-communal relations have been happier than in almost any other American base town in Germany. The visitors earn praise for their participation in the festivals, sports clubs and life of this small community. Their German hosts - who depend on the base and the two military airfields for their livelihood - have tried to make the Servicemen welcome. Herr Theo Hallet, the respected and outgoing mayor, makes a point of attending American func-

begin today of the American barracks. The citizens of Bitburg have been less willing to take to the streets themselves. But elsewhere in Germany there is strong opposition to the missiles. In Trier, an ancient and larger city 25 miles away, six separate peace groups are trying to rally local people against the deployment decision. At Easter they held a number of marches that converged on Bitburg attended by about 2,000 people; in the next few weeks marches will be held all over Germany, and the Bitburg barracks like those elsewhere, will be the focus of anti-nuclear rallies.

West Germany's peace movement is strong - probably stronger than that in any other Nato country. It has the backing of important sectors of the community - the trade unions, the churches, especially the radicalized Evangelical Church, and left-wing politicians, including the activist Green Party.

Most importantly, the main political opposition to the Government, the Social Democrats, are rapidly moving away from their original support for deployment (which Herr Helmut Schmidt, as SPD Chancellor, lobbied hard before 1979) and many members have given open backing to the peace movement.

The movement's campaign will come to a climax next month. During an "action week" from October 15 until 22 there will be demonstrations throughout the country, with huge rallies in Bonn, Hamburg and Stuttgart, the European Command headquarters of the American forces in Western Europe.

The movement's leaders, including the charismatic Petra Kelly, of the Green Party, insist it will stick to non-violent methods. But the authorities are doubtful. Herr Friedrich Zimmermann, the Minister of the Interior, has already given warnings that professional agitators, many of them from the radical squatters in West Berlin, will infiltrate the demonstrations to stir up violence on the streets. Alarmed by the riots in Krefeld in June when demonstrators threw stones at the car of George Bush, the American Vice-President, Zimmermann has introduced a Bill to outlaw violent demonstrations.

What worries the Government especially is the prospect of violence being used against the Americans. Some 300,000 are stationed in Germany, and terrorist groups on both the far left and the far right could use the

demonstrations as a cover for renewed attacks. But even direct action by protesters could turn ugly. In West Germany, as in Britain, the Americans will leave the protection of their bases in the first instance to local police - who will be out to strength. American soldiers will be confined to the inside of the base perimeters to deal with intruders, and have instructions to use only minimum force. But troops guarding missiles and their launchers will be sharper and tougher in their reactions. Their orders are to shoot anyone who tries to get inside the closely guarded, electronically protected igloos where the warheads will be stored.

Since his resounding election victory to March, Chancellor Helmut Kohl has made it clear that he will go ahead with deployment if necessary, no matter how many people take to the streets. His resolution, which he restated in Moscow to leave the Soviets under no illusions, has taken some of the steam out of the peace movement.

But for the opponents of deployment, West Germany is still worth fighting for. The Federal Republic is the key to the whole Nato strategy. If there is a postponement or any alteration in the timetable, or if Bonn balks at taking the Pershings, deployment of the cruises elsewhere, especially in Holland and Belgium, would be virtually impossible this year.

The prospect of mass demonstrations could have a serious effect on the Government with related political difficulties - such as the coyness over the new proposals on demonstrations - and upset the sensitive relationship with East Germany. The pressure is now on Dr Kohl to persuade the Americans to settle for a compromise.

Since their return from Moscow, the Chancellor and Herr Hans-Dietrich Genscher, the Foreign Minister, have publicly hinted that they would support a formula similar to that worked out by Paul Nitze and Yuli Kvitsiosky, the American and Soviet negotiators, during their famous walk in the woods last year. This envisages the deployment by the west of only 75 missiles, waiving the Pershings, with a Soviet reduction of its SS 20s to the same level.

But open backing at this stage for this compromise is seen by many in Washington as a fatal undermining of the Western negotiating position, for it presupposes a scrapping of the Pershings, the weapon that is thought to

concentrate Soviet military minds on the dangers to them of their present arms build-up. The Americans received the German hints in stony silence, and Bonn has quickly retracted all talk of such a compromise. For America and Germany know that a failure to deploy the Pershings would mean that no weapons arrive in Germany this year as the cruises will not be in position until 1986. And the resolution of the other Nato partners could be damaged.

Dr Kohl has insisted he will do what is required of him by the Alliance, and has reacted angrily to suggestions that his Government is looking for a way out. Equally, he does not want to play the role of mediator between East and West, for he knows that such an attempt would arouse damaging suspicions in Washington.

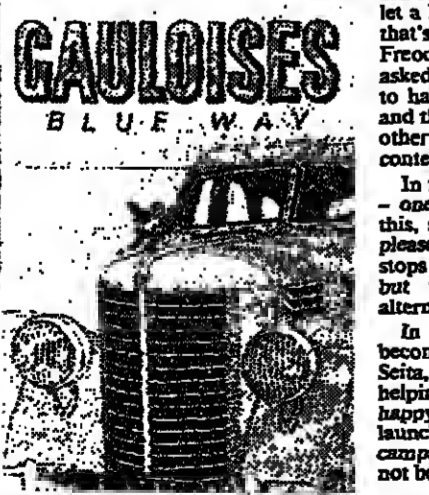
Until recently one issue that had not arisen in Germany was the control of the missiles. Bonn has never asked for and does not seek a "second key". The country has long ago renounced nuclear weapons of its own, and believes that dual control would be tantamount to going back on this tenet, which would instantly worsen Bonn's relations with the Eastern block.

However, Herr Franz Josef Strauss, the maverick Bavarian leader, did make just such a call during the lazy summer months. It was firmly rejected by Dr Kohl, who said there was adequate consultation in the Nato nuclear planning group.

Germans have grown used to the armies of their allies on their territory. The United States military presence in the country commands overwhelming political support, and only the extreme left and extreme right want to throw out the former occupation forces. But within Germany, and especially among the Social Democrats and those on the political left, there is a growing feeling that for too long the allies, in particular the Americans, have had too much say in what should constitute the defence of West Germany.

The citizens of Bitburg still like and trust the Americans. They do not agitate over Pentagon politics, or see in the officers who live among them the embodiment of militarism, as radicals in the big cities do. But even in Bitburg, and in the other little towns wondering if they have been chosen to take the new missiles, there is a shaking of heads. A feeling that Germany could do without such weapons. It is a feeling the negotiators in Geneva cannot altogether leave out of their calculations.

Tradition up in smoke



The traditional blue Gauloises soft pack might represent the height of Gallic chic in Britain, but not in France. The French hate the idea of being written off by the rest of the world as a lot of baguette carrying, beret wearing driving around in pre-war Citroens. In fact they feel much happier with shiny, up to the minute mid-Atlantic techno-flash, cars like lunar modules, improbably futuristic airports and bright pink skyscrapers.

American brands like Marlboro, which the French saw as more sophisticated. So Seita decided to start selling a revamped pack, side by side with the old-style Gauloises. But rather than let a French designer loose on a pack that's almost as much part of the French style as the tobacco, they asked London-based Michael Peters to have a go. He had kept the blue, and the winged helmet trademark, but otherwise everything barring the contents, has changed.

In fact there are two different packs - one with a steam train on it, and this, slightly surreal vintage car, not please note, a Citroen. France's law stops cigarette ads showing anything but the pack itself. Having two alternatives helps ring the changes.

In France they have already become the smart cigarette to smoke. Seita, which thinks the packs are helping it sell more cigarettes is happy, and there is talk about launching the new look here. Health campaigners, on the other hand will not be quite so delighted.

FINDINGS

A series reporting on research: DESIGN



The memorial that moves Apart from a motley collection of regimental memorials, some modest cairns and crosses, and the small Falklands Government plaques, there is no single national monument to those who died in the Falklands War last year. It is a lack that has inspired a London-based group of designers, architects and engineers, called Transfer, to come up with a design for a major landmark that would be strong enough to serve as a permanent memorial, but which would be light and portable enough to be flown out to the South Atlantic, and helicoptered into position.

Checking-out

The next profession to be joining the endangered species list looks like being airport check-in staff, at least if data equipment manufacturer NCR gets its way. According to a report in Design Magazine, NCR, with a highly successful computer operated bank till already under its belt, is now turning its attention to airports.

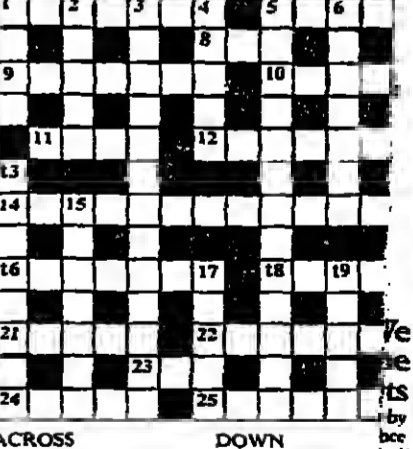
Research into how people used the bank machines told NCR that while automation might initially intimidate customers, once they had actually mastered the technique they often preferred queuing to use a machine than walking straight up to a human. So NCR commissioned design consultants Douglas Kelley Associates to design a machine that could tackle the far more complex task of checking-in arriving passengers, tackling tickets, accepting baggage and making reservations. The result is something called the Skylink, which is now making a sales trip around the airline executive offices of the world.

Show trial

In November, the Barbican will be housing the biggest ever exhibition of the work of Britain's design schools. The whole of the centre's art gallery will be occupied by work from more than 600 students and ex-graduates. The point is to show the breadth and the quality of what they can do.

But this is not simply a celebration. According to Professor Bruce Archer of the Royal College of Art, the whole of the art and design school system is on trial at the moment. "The Department of Trade and the Department of Education have both given us substantial sums to put this on, and I've no doubt that the reason is to give them a chance to examine our claims to be doing a good job."

CONCISE CROSSWORD (No 139)



ACROSS: 1 Engaged woman (7) 2 Grass gutter (5) 3 New (3) 4 Grazed (7) 5 Nostrils (5) 11 Mounted game (4) 12 Of the mind (7) 14 Demure (4,3,6) 18 Expelling (7) 21 Infinitive (5) 22 Trembles (7) 23 Trail (3) 24 Wall painting (5) 25 Stiff fabric (7)



FRIDAY PAGE

MEDICAL BRIEFING

The hidden dangers of heartburn

Most people accept an occasional bout of heartburn... that sharp, burning sensation felt just above the stomach... as a small price to pay for rich food and overindulgence.

This advice follows a study of 126 patients in the Belfast area who had regular bouts of heartburn. Heartburn is often thought to be caused by reflux oesophagitis, a condition in which stomach juices are propelled upwards into the channel leading from the mouth to the stomach.

But examinations of the Belfast patients suggest that heartburn is a far from simple symptom. Of the 126 examined only 21 had no abnormalities. Forty-five per cent of the other 105 patients suffered from reflux oesophagitis, and the others had a range of more serious complaints from active ulcers and hernias to inflammation of the lower part of the digestive tract.

A jet lag pill? Taking a pill to counteract the effects of jet lag was once every international traveller's dream. And at the University of Surrey some fascinating research into the natural hormone melatonin suggests it might be possible within the decade.

Melatonin, secreted by the pineal gland in the brain during night time, is known to regulate daily behaviour in animals. In humans the effects of the hormone are not well defined although it is known to help people sleep. Jet lag results from lack of sleep, and a disturbed 24-hour rhythm. In theory, any agent which could speed up the resynchronization of the human clock should minimize the symptoms.

Dr Josephine Arendt of the Department of Biochemistry at Surrey has been working on the possibility of using melatonin as this agent, though she stresses that the research is only in its theoretical stage.

Dr Arendt argues that if you take melatonin every day for three or four days before a long flight - at the time you would be going to bed at your destination - your body should gradually adapt to the new time zone. Alternatively, you could take melatonin after the flight at local night time both to send you to sleep and to superimpose a new time artificially on your natural body rhythm.

Dr Arendt had recently flown the Atlantic and used melatonin three days before she flew. She suffered no jet lag.

Rising cancer toll. Death rate from lung cancer in women continues to creep up in the USA, according to the American Cancer Society which estimates that 17 per cent of all cancer deaths among women in 1983 will be due to lung cancer. This percentage is exceeded only by that for breast cancer which is running at 18 per cent for all cancer deaths.

In Britain, it is thought that lung cancer mortality will overtake breast cancer mortality in the next few years. Although there are fewer smokers in this country, 23 per cent of the population in 1982 compared with 37 per cent in 1980, women are giving up smoking at a slower rate than men.

Animal ailments. Experts at the Ministry of Agriculture, Fisheries and Food and the Public Health Laboratory Service have called on doctors and vets to cooperate in combat diseases passed on to man from animals. At the moment bacterial infections in meat, poultry and milk which cause stomach upsets are the most troublesome of these diseases in this country. But a paper in last week's British Medical Journal expresses concern that other illnesses passed on from sheep and pigs could become important.

It points out that it has been known since 1940 that most salmonella infections in man came from animals, yet the problem is not yet under control. Bovine brucellosis and tuberculosis took more than 30 years to eradicate. The authors propose that a special task force of doctors be set up to study the diseases and act quickly in an outbreak.

Vitamin peril. If you take extra vitamin B6 as a matter of routine you may be wise to spin your daily intake. The normal daily requirement of vitamin B6 for adults is only 2 to 4 mg. The vitamin is freely available in cereals, however, and many people add it to their diet. It is also frequently recommended in doses of 80-150 mg to help combat premenstrual syndrome.

But doctors in America are warning that, while these doses of the vitamin may be safe, taking larger doses on the basis that "more is better" could have disastrous consequences. They have seen seven people who became ill because they took as much as 14 to 20 times the usual daily supplement. Over a period of time the individuals developed clumsy, uncoordinated and numb limbs.

Olivia Timbs and Lorraine Fraser

Lee Rodwell on the problems facing Britain's two million illiterate adults

The plight of society's write-offs

When the adult literacy campaign was launched in 1975 many people saw it as a quick "mopping up operation", a short term measure which would virtually wipe out adult illiteracy in Britain within a few years. The recent report by the Adult Literacy and Basic Skills Unit (ALBSU) dispelled this notion once and for all.

Large numbers of children are still leaving school so ill equipped in the basic skills of reading, writing and spelling that they face real difficulties coping with everyday life. The number of functionally illiterate adults is now officially estimated at two million. As that was not disturbing enough, the report also indicated that the adult literacy programme is failing to reach the majority of those who could benefit from it; however, hampered people by their inability to fill in forms, read job advertisements or write letters, only 15 per cent had ever attended courses to improve their reading and writing skills.

Some progress has been made in the past eight years. Before 1975, provision for adult literacy tuition was patchy and only an estimated 5,000 to 10,000 adults were receiving help at any one time. Now, every local education authority runs some kind of literacy scheme and approximately 80,000 adults a year are getting help with basic skills.

Those working within the field of adult literacy are well aware of the financial limitations imposed on them. Mr Alan Wells, head of ALBSU, says: "What we have done so far is merely scratching the surface. We will have to look at our priorities within the educational system. At present most of the resources are spent on those who have done well within the basic education system, while those who have not done well get next to nothing. It is like having a health service that only provides for the healthy."

Yet it is not a question of money alone. Peter Lavin, North's Adult Literacy co-ordinator, says: "We are still not making learning fun. We are not getting the message across that you can still learn things, even though you found them difficult in the past. Adult education still has a middle class image. People don't necessarily want to go back to an institution, to a building with an 'education' label. Feedback to various literacy projects

suggests that large numbers of adults are unaware of the schemes set up to help them; those who do know assume the teaching will be formal. Some lack the confidence to take the first step - it is still seen as embarrassing or shameful to admit to literacy problems - and others are deterred by practical difficulties such as the lack of a teacher.

All kinds of different approaches are being tried to give adult literacy schemes popular appeal. Classes and courses are being augmented by reading clubs, and drop-in centres which offer immediate help in form filling and letter writing.

In Sheffield, classes have been held in a pub, in a bingo hall and in a health centre, places where people need not feel self-conscious if a neighbour spots them coming or going. Manchester has just appointed a media liaison assistant, Barbara Hawkins, who is looking at the possibilities of working with local radio and television. She says: "We have to widen our approach to attract students. It's no good distributing leaflets and posters to people who don't read. And you can't expect people to come simply because they've been through the school system and failed. They are quite likely to feel they don't want to come back to school and fail again."

If the adult literacy experts accept that they have to change their approach in order to reach more people, they also feel that society should change its approach to the whole question of reading and writing skills. Alan Wells says: "Literacy is a concept that changes all the time. A hundred years ago you were illiterate if you put an X and a literate if you could sign your name."

"These days there is so much people have to be able to read in their daily lives - forms from local government departments, bills, notes from your child's school. No one ever suggests that there is anything odd about going to classes to brush up your French, even though you might have been taught French at school. We need to recognize that improving your reading and writing at 35 is a valuable and reasonable thing to do."

It is clear from a recent report by Her Majesty's Inspectors that the situation is likely to get worse, not better. The report, published last month, says: "Many primary and secondary schools have found themselves obliged by a combination of resource reductions and falling rolls to concentrate on the middle range of pupils with a consequence that the educational needs of the most and least able are not adequately reflected in either curriculum or organization".

The inspector reported deficiencies in remedial teaching in primary schools and lack of support or appropriate curricula for slow learners in secondary schools. Mr Arnold Rabinowitz, an educational psychologist, who is the co-ordinator of remedial studies for the Inner London Education Authority, feels that existing remedial education in some parts of Britain could be greatly improved. He said: "In many

remedial classes children are just taught the mechanical skill of reading signs - I call it barking at print. They go through the motions, but the fact they are reading never sinks in and once they leave school, they can't do without the teacher.

"You have to motivate children, use unusual teaching techniques. One of the things we do is to use a computer which gets children reading very quickly. You use a very simple program which flashes up a picture and requires you to type in the spelling. If you are right you get a thumbs up picture, if not a thumbs down. A computer can go on longer than a teacher can, it doesn't get cross, it doesn't show any signs of impatience."

Mr Rabinowitz also believes that schools should involve parents. "That



Robert: I got desperate

When Robert Merry went for his first job as a crane driver at Vauxhall Motors in Luton, Bedfordshire, he had to ask his brother to fill in his application form. He left school barely able to write his name and address or read anything other than signs which said No Exit or Way Out.

Now 24 years old, he struggles to explain why he never learnt to read and write at school and why it took him four years before he decided to look for help.

"When I first went to school I got along quite well, but then I fell out with some of the teachers," he says. They put me on those Janet and John books and I just got bored. When I went to the secondary school I was going quite well but then I came up against the very basic sentence and I could make out what trains were going to London or Bedford. You pretend a lot. If someone hands you a newspaper you make out you're reading it and you pick up enough from the news on television to keep a conversation going.

"But in the end I got desperate. I had to take a test because I wanted to upgrade my job and I didn't do too well. I was thinking of going on a TOPS course and the jobcentre suggested I contact an adult literacy scheme.

"I was really nervous - I didn't know what to expect. But it wasn't like school. No one forced you to do anything. I started to write from my own experiences, what it was like at work, things like that. And a year ago I started to read for pleasure. When I was a kid I wouldn't have dreamed of reading for fun."

Robert has now been working on his English for four years and he has his own theories why people fail to apply for the kind of help he has been getting.

"When people talk about illiterates you don't think that applies to you. Maybe you just feel you need to brush up your spelling or something. Also people are afraid it's going to be too much like school. But it isn't like that at all. Before, you think you're the only person like that in the world, so it's great to meet people who've been through the same kind of things. A lot of people treat you quite rough if you can't read or write very well. They have the attitude that you must be thick, you should have got it all at school."

Mark: They called me an idiot

In an old school building in Charles Street, Luton, a group of adults have enrolled for a course to improve their English.

For some, such as the Asians, English is a second language. Others include Mark Rees who has spent all his 19 years in Luton, 11 of them at local schools.

It is not the first time Mark has tried to improve his reading and writing. When he left school he did a one-year college course. When he left his job in a supermarket (because he could not check the prices and stockists well enough to cope with filling the shelves) he joined a twice-weekly evening class.

He left before the course was completed and his English is still so limited that he cannot read a bus timetable or fill in forms without help. So why did he give up?

Mark says: "School was OK. It was just that I was a slow learner. When I was 11, I was sent to a special school for slow learners and I enjoyed it very much. I got on all right. Then I was sent to college for a year where they had special groups for English and I got on quite well there. Then I had a job under a government scheme working in a supermarket putting the food on the shelves."

"I found it very hard just checking the price tags, sticking on prices and reading off the list which told you what was on the shelves. I knew they were going to say something about it, so I

sometimes have a look at a paper and I watch the television news to keep up with things. When I go for my money they sign the form here and I just sign my name."

"But now I want a job at Vauxhall - or any job that comes up. I want to get to the standard where I can do some exams to get more qualifications and try for better jobs. In most jobs you have to read off different bits of paper.

"This course is better because it's a daytime one. It's better than sitting at home on the dole and it's helpful to have your evenings free."

Whether Mark completes the course this time remains to be seen. Many of the students drop out. SALP recently researched why. The most common reasons were moving or getting a job or going on a full-time course. Other reasons included pregnancy, family problems, health problems and a dislike of learning.

Jolie Stephens, who carried out the research, says: "Many of these answers do not show the underlying reasons that were often hinted at during the course of an interview - high cost of fares, housing difficulties, low motivation.

Family Money: From fees to uniforms, how much does it cost to educate a child?

Of all of these, in my opinion, low motivation is a major factor. Although they may agree that they need to improve their English, after a few weeks other problems take over and they stop coming to tuition."

Or as Mark would put it: Other things get in the way.

Speed and spills on water: Jet skiing and speed sailing

My present job as an education welfare officer probably offers more scope for a book about occupational hazards. Certainly the transition from a convent in the country to the backstreets of a large town in pursuit of truant school children was astonishing.

But how to use all this vivid first hand material in a book which will not offend my employers, as any description of education welfare work would expose its ineffectiveness as well as its humour? No one wants a disenchanted education welfare officer, nor even one with energy and imagination. Why should they?

Penelope Dent

THE TIMES Tomorrow START THE WEEKEND WITH THE PAPER THAT INFORMS, STIMULATES, AMUSES AND PROVOKES. Family Money: From fees to uniforms, how much does it cost to educate a child? Speed and spills on water: Jet skiing and speed sailing. David Hughes on the search for an emperor's dinner service. Travel: Vertigo in the Pyrenees, vacancy in the Philippines. Sport: Youth v experience in the NatWest cricket final. GREAT WIN-A-CAR COMPETITION. Plus. All the news from home and abroad; Values; Children's shoes; wines of the month; Family Life on keeping pets; Review of rock records; Critics' choice of the coming week's events in the arts.

David Watt

Britain, still a misfit in the modern world

According to the latest Gallup, West Germany is now regarded as Britain's best friend in Europe. An opinion poll published in last week's *Sunday Telegraph* finds that 27 per cent of British public put Germany first, with France second at 9 per cent and Holland third, with 8 per cent. Fifteen years ago it seems, Germany was only 12 per cent, that it was still in the top three. "Don't know", on the other hand, have risen from about 30 per cent to a resounding 50 per cent.

The *Sunday Telegraph*, which is so ardent a supporter of the Reagan Administration and whose stable remained for many years after the war one of the last bastions of anti-German sentiment in Fleet Street, not surprisingly uses these figures as a peg on which to hang an editorial homily about it being all very well to make friends of our enemies, but let's not make enemies of our friends (i.e. the Americans).

My own reaction is rather different. It is that the polls confirm that in general the British have straight-forward though rather narrow views on which side their international bread is buttered, but virtually no real feeling for or interest in anything abroad for its own sake.

They are perfectly correct in saying that West Germany is our "best friend" if by that is meant the European country that can most reliably be expected to take international positions that will positively advance British interests. The French can certainly never be expected to advance anyone's interest except their own, and the trouble is that though French interests may march with ours at various times and on various issues, there is no consistency about this. Holland, Italy, Norway and Switzerland are more likely to pursue policies more compatible with our own, but they lack on most subjects the power to alter the balance in our favour. Our relations with West Germany, by contrast, have weight and importance as well as some congruity to recommend them.

On substantial issues, the Germans do not, of course, always see eye to eye with us. Within the EEC for instance, the strength of the German farm lobby puts them on opposite sides of most arguments about the Common Agricultural Policy. Their position at the frontier between East and West gives them a very different perspective of Nato strategy from any other member nation's, including our own.

They are more unwilling to put their relations at risk in order to avoid their territory being fought over if things go wrong they insist upon a militarily absurd "forward defence" combined with the assurance of an early American nuclear retaliation against the Soviet Union.

Mrs Thatcher would no doubt argue that the monetary conservatism of successive German governments and their obsessive fear of inflation puts them on the same (angelic) side of the economic argument as ourselves. Other British governments, more Keynesian, have at various times regarded the Germans as a drag on the international economic system. But what is not in doubt is German agreement with us on the big issues - the maintenance of an open world economy and the supreme importance of the American connection.

It is this last aspect of the matter that chiefly distinguishes the Germans from the French. The Franco-German axis, forged in the 1960s by Adenauer and de Gaulle, was in some respects an

anti-British affair and constantly confounded the delusion of British governments, during that decade, that the Germans would come to our assistance and force the French to accept our membership of the Common Market.

Neither under Adenauer nor any of his successors have the Germans ever been likely to sacrifice the American alliance to their relations with France. It is this entirely justified perception which lies, not in an obscure and half-articulated form, at the root of the Gallup poll's main finding.

Whether all this amounts to "friendship" is quite another matter. Many writers and statesmen of the hard-boiled school have argued that the whole friendship metaphor, like all analogies between states and individuals, is dangerously misleading if not wholly inadmissible. If Burke was right in talking about the impossibility of drawing up the indictment of a whole nation, why should the designation of a whole country as a "friend" make any more sense?

The answer is that there is real meaning to the word, provided that not too much weight is put on it. We are capable, alas, of fighting anyone including our own (presumably friendly) countrymen if the issues are important enough. But a combination of long, settled peace, close cooperation and mutual sympathy do produce a genuine and close relationship between countries and ensure, as in marriage, that allowances are made and faults forgiven that would otherwise cause disruption.

I doubt whether Germany quite qualifies under this heading if she can only muster 27 per cent of the British to pronounce the magic word "friend", and this is our own fault more than anyone else's. The Gallup poll contains some other startling figures besides the main ones. People now travel hugely and 34 per cent of the poll respondents have been to Germany but only 19 per cent (virtually the same proportion as 15 years ago) could speak any foreign language well enough to be able to understand a newspaper, and of these only 6 per cent could understand German.

The study and admiration of German culture and literature which were widespread among educated people in this country in the latter half of the 19th century have never recovered from two world wars. We do not, consequently, begin to understand the Germans. We tend to regard them as disciplined Prussian automata or neurotic angst-ridden romantics and either way (or both) we incline to believe they are dangerous.

Naturally there is a grain of truth in stereotypes, but their gross crudity distorts the popular judgment and makes the assessment of a dozen important calculations - from the tactical nuclear weapons debate to the significance of the Green movement or the prospects of the German economy - far more difficult. This is a pity in itself but also (if one wants to take a robust, pragmatic view) because in the end it means that even our own figuring of the national interest is superficial and likely to be mistaken.

A nation, half of whose citizens have no particular view about which foreign countries are friendly and which are not, and 20 per cent of whom, as Gallup also shows, would rather take their holidays (like Mrs Thatcher) in the undemanding environment of Switzerland than anywhere else abroad, is not necessarily best equipped for the modern world.

Philip Howard

Verses to delight the Laureate

Daily newspapers have a problem with poetry. Melpomene, the Muse of Poetry, does not really get on with *Ephemera*, the patron Muse of News, Ephemeris, the patron Muse of News, and the activities of *Ephemera* are hard times to start one. The unions argue that few jobs are involved in the sunrise sector, and that it would make little difference if they could all be gathered into the family.

The trade union movement in Britain will probably always be strong in numbers, but we are probably witnessing the start of its long-term decline through a mixture of economic, political and social factors. The TUC desperately wants to be listened to, and that consuming passion is the underlying theme of next week's debates. And as its espousal of the numbers game for the distribution of seats on the ruling General Council has demonstrated, the TUC is putting its faith in the uncertain music of size rather than the strategic value of industrial workers well-placed to exploit their power.

Prose is words in their best order; poetry is the best words in their best order; journalism is the best words written in a hurry in any old order. Thomas Barnes, the first great editor of *The Thunderer*, used a militant and at times intemperate vehemence new even to a generation accustomed to strong language. It was not poetry, but it was great journalism.

The prudent answer for a newspaper invited to publish poetry is "no". This does not stop all the amateur poets and versifiers in the country submitting their work to *The Times* with a view to publication. And truly awful much of it is. The worst tends to be written about members of the Royal Family by Americans. You are asking for trouble if you publish unsolicited verse in a newspaper. So here goes:

*In a little Wadi
Where the thistles blow,
There's a dinkie's body
Lying down below.
All the month of June, dear
Maturing in the heat,
Very soon, dear,
'Twill be fit to eat.*

Nasty, but striking, would you not say, Melpomene? Strange and sulphurous. It comes from a collection of verse written 40 years ago by a man who has been dead for a dozen years. It is now being privately published in a limited edition. Axiom 64 for the prudent literary editor: do not publish unsolicited verse; if only produces more of the quaintest of verse, do not review privately printed editions; there are enough publicly published books to keep you busy.

I break both axioms because you cannot make a columnist without occasionally breaking axioms; because

I think the verses are clever; and because they come from a reputable source, the most reputable available after Melpomene herself. Sir John Bejman sent them to me. He is publishing the slim collected verses of his Oxford friend, Michael Dugdale under the title *An Omelette of Verses Eggs* (sic, with no apostrophe), has written a foreword, and is signing the hundred copies.

Most of the poems were written in Palestine during the last war, while Michael Dugdale was serving there with the Royal Engineers. The combination of war and the Holy Land inspired Dugdale to verse that is black, sometimes macabre, always witty and clever. Death and holiness, violence and carion, sergeant-major. The Poet Laureate says: "I commend these poems as exquisitely polished examples of prosody, especially when read aloud. In my mind's eye I see Michael holding up his hand for attention and in my ear I hear the decisive tones in which they were composed."

He remembers Dugdale as tall, thin, and angular, and wearing spectacles. "He spoke in a harsh, clipped voice, and was very much a gentleman, with exquisite manners. He was witty, informed, and with a gift of expression that made him an exceptionally brilliant talker."

In the short eye of journalism poetry matters less than car sales and Hattersley, Kinnoch and Roland Rat. In the long eye of literature poetry is the most important stuff written, and it is a pleasure to have recovered these poems from oblivion. So just for today, up Melpomene, down Ephemera. But let us not take it as a precedent. Do not send your unpublished verses. Don't ring us, we'll ring you.

*Culture, Culture, burning bright
In the Brothels of the Night
What dead hand or what dead
Can soothe your sensuality?*

An Omelette of Verses Eggs is distributed by Read Ltd of 43 Charing Cross Road, London.

Old tensions behind the lost jet

The claimed shooting down of a South Korean airliner near Sakhalin has brought into focus an area of long-standing tension between the Soviet Union and the East Asian countries of Japan, the two Koreas and China.

The Russians have an endemic fear of "yellow hordes", dating from their subjugation by the Tartars in the Middle Ages and reinforced in this century by the Tsarist empire's humiliating defeat by Japan in 1905 and the more recent 20-year-old ideological conflict with Peking. European Russians are constantly aware of the disparities between thinly-populated Siberia and the one billion Chinese to the south.

Sakhalin, the area where the Korean Airlines jumbo jet disappeared yesterday, was under joint Russian-Japanese control until 1975, when it came completely under Tsarist jurisdiction. The Japanese victory over Russia in 1905 gave Japan the southern island after the Second World War.

At the same time the Russians also occupied the southern Kurile Islands, which lie to the south east of Sakhalin between the northern Japanese island of Hokkaido and the Soviet Kamchatka Peninsula. Moscow's refusal even to discuss Tokyo's claim to these islands has bedevilled relations between the two countries since then.

In 1978, the Russians showed their traditional fear of East Asian power by trying to prevent the signing of a treaty of friendship between Japan and China. They objected in particular to an anti-hegemony clause which they saw aimed at them.

While the Soviet Union adamantly refuses to consider surrendering even an inch of the South Kuriles, Moscow does want a treaty with Tokyo - on its own terms. The Russians may exacerbate the Japanese for their involvement with the United States, but they have also shown an awareness of the need to involve Japan in the economic exploitation of the vast mineral wealth of Siberia.

This has led to joint work between the two countries on coal and offshore oil projects. Superior technology and financial resources are the strongest cards the Japanese have to play in their long-term dealings with the Russians, although Soviet ability to go ahead with the gas pipeline in the face of President Reagan's attempted sanctions has shown the limits of economic power when it comes to trying to put pressure on Moscow.

As well as involving the Japanese to the economic development of Siberia, the Russians would like to undermine the Japanese-American security treaty

by reaching an agreement of their own with Japan.

The Soviet Union has no diplomatic relations with South Korea. After the surrender of Japan in 1945, the Russians occupied the northern part of the Korean peninsula and the Americans moved into the south. This division was sealed by the Korean War (1950-53), in which the Russians and Chinese supported the North Koreans under Kim Il-sung and the Americans came to the rescue of the South Koreans. For the past 33 years the two sides have been locked in classic Cold War antagonism on both sides of the 38th Parallel.

Today, the United States has nearly 40,000 soldiers and airmen in South Korea, while the Soviet Union has been the main supplier of weaponry to the North Koreans.

In 1978 another Korean Airlines jet flew off course over the heavily fortified Kola Peninsula in European Russia and was forced down on a frozen lake 300 miles south of Murmansk. The fact that the Russians allowed the passengers and crew to return to South Korea, instead of sending them direct to North Korea, was seen in Seoul as *de facto* recognition by Moscow of the South Korean government.

For some years the Russians have allowed South Koreans to attend international conferences in the Soviet Union and there have been two recent visits by Russian officials to Seoul since last autumn. Commenting in Moscow to North Korea not to become too heavily committed to the Chinese, Kim Il-sung has skillfully played off the two communist superpowers against each other since he came to power at the end of the Second World War. The ideological rift between Moscow and Peking has given him even greater scope for this balancing act.

As the host of the 1988 Olympic Games, South Korea is hoping that both the Soviet Union and China will send athletes to Seoul, thus paving the way for the normalizing of relations between South Korea and the communist world.

Meanwhile, the tensions aroused by the fate of the South Korean airliner show how hard it is to break the web of suspicion and animosity between the Soviet Union and its East Asian neighbours.

Simon Scott Plummer and Denis Taylor

Blackballed
The Barbican concert hall is being stripped of its balls. Almost 2,000 of them, big ones and little ones, have been taken away by night from the ball ceiling, where they had been the principal architectural feature. The last handful will be removed this week, as part of the continuing efforts to improve the hall's acoustics. The balls were ruled out of court by the pianist Maurizio Pollini, a close friend of Claudio Abbado, principal conductor of the LSO, the Barbican's resident orchestra. Pollini went to test the acoustics at the Barbican one morning in the early spring, and his refusal to perform in the hall while the balls remained successfully knocked them for six. Pollini will now play at the Barbican in December, and anyone who is short of balls should apply to the Barbican's administrator, Henry Wrong, who has plenty to spare.

Pearl of wisdom
The power of the press does not extend to the Edinburgh fringe. The "diaries" of the nineteenth century courtesan, Cora Pearl, which *The Sunday Times* exposed as a hoax perpetrated by the author, Derek Parker, are cheerfully offered for sale outside the otherwise authentic one-woman musical *Corra*, starring Dana Gillespie. Had Gillespie performed some of the things described in the diaries, I doubt the Edinburgh elders would have permitted the show, even on the fringe.

Mal de mer
Lord Balfour of Incheyrie is one of many whose stories do not appear in *Tales out of School: The Early Misdeeds of the Rich and Famous* published yesterday by Collectors' Books in aid of Help the Aged. Balfour wanted the story of how he contrived to be expelled from naval college because he did not like the sea to appear anonymously. By the time he related it was too late, but Balfour may find space in a sequel. Two hundred others who responded to the charity's appeal for anecdotes will not be so lucky. Their offerings were rejected as boring, with stars of stage and screen faring particularly badly. Any rejects who feel they could do better given a second chance will receive sympathetic consideration in this column.

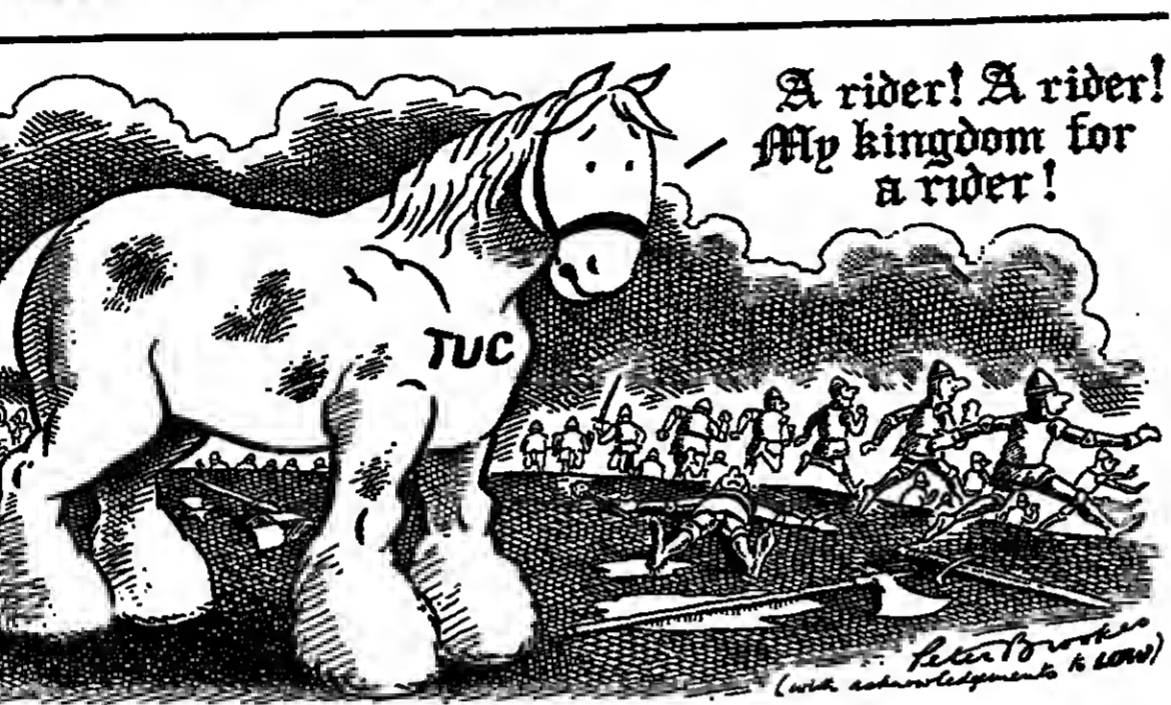
BARRY FANTONI
There is also a kind of corporate self-confidence about the Labour movement. Burgeoning membership tends to make union leaders and members more bullish in their policy making. Pay claims are larger and pushed with more determination. Increased revenue from subscriptions puts unions in a stronger position to fight all-piece battles with employers. And there is a political confidence as demands upon government become more ambitious.

The latest official figure for trade union membership given in the TUC General Council's report to the Blackpool congress next week is 10,510,157. This is for December 31, 1982, and the present level is certainly lower. It is difficult to calculate just how much the TUC's membership is now. Its own financial arithmetic shows the figure is moving below 10,000,000 - and hence just below the psychologically important 50 per cent share of the working population.

Leo Murray, the TUC General Secretary, will no doubt insist at his pre-conference briefing that the British Labour movement is still the most representative in the free world. But how much longer can it stay like that?

As the accompanying table shows, the membership decline has gone practically across the board. Most unions have suffered a drop of about 10 per cent and for some it has been more savage. The seamen's union has been practically halved and the giant transport workers' has lost more members than its rivals ever dreamed of having. From a peak of around 2,300,000 touched in the late 1970s, it is now thought to be down to about 1,400,000.

Like the recession that has largely prompted it, the decline has gone across most industries, trades and services, although heavy industry has been hardest-hit. The construction union, UCATT, has suffered a 25 per



The beginning of the end for the unions?

by Paul Routledge

cent drop and the engineering workers have lost at least 200,000 members. Their actual paying membership is down to 850,000, according to the AEUW annual return to the Government-appointed certification officer.

The public-service unions have not fared so badly. NUPE has remained practically stable over the last five years, although recent figures (until now not published) disclose it is now 697,000. NALGO is still 50,000 above its 1979 total and is embarking on aggressive counter-measures to prevent Conservative local authorities such as Birmingham City Council from undermining its membership base by ending the "check-off" system of paying union dues. The two big civil service unions have each lost just over 10 per cent of their members in the wake of Whitehall job cuts and the postal workers have experienced a small decline.

However, all the public service unions face the threat of increased "privatization" during Mrs Thatcher's

second term of office. The key element in any free-enterprise tender for public work is lower manning, lower wage costs or virtual de-recognition of the union. Sometimes all three are proposed and a sharp fall in public-service unionization is bound to follow. Small wonder that the privatization debate is expected to be such a big issue next week.

In the nationalized industries, industrial decline has been matched by union decline. Closures and cutbacks in coal mining, the steel industry, shipyards, on the railways, at British Airways and on the bus network have all contributed to a massive reduction in public-sector unionization. And the reduction here has contributed on an even greater scale to the decline of the closed shop. State industries are traditional strongholds of union membership.

The TUC has been here before, of course, but not for a very long time. At the turn of the century, membership of unions was a bare 1,250,000. It grew

rapidly during the First World War to 4,500,000 and then steadily to 6,000,000 in 1920. The slump then drove membership down to a low of 3,300,000 in 1934. But after 1937, the annual tally of card-holders rose practically without exception for 43 years before reaching its peak.

Since then it has declined steadily and it would be a rash man who would predict when bottom will be touched this time. There are some bright spots on the TUC's horizon. The Bank Worker's union, BIFU, has gone into the organized City sector with slick publicity that has paid off - although new technology could reverse these gains. Unions like the National Graphical Association with a pre-entry closed shop and substantial friendly society benefits have kept their members, but at a cost of terrific financial strain.

Set against this picture are the new technology firms - the so-called "sunrise" industries - which have largely sprung up over the last five years when the public image of the Labour movement has been unimpaired. They are proving impervious to the charms of the block vote and the branch meeting. One computer software company in the Home Counties of which I have personal knowledge was recently taken over by a rival. The employees were at a loss to know how to defend their interests, but suggestions that they "bring in the union" met with overwhelming opposition.

This experience was not derived solely from the admittedly widespread fear of unemployment from "upsetting the boss". In some new industries and services where there is no trade union, these are hard times to start one. The unions argue that few jobs are involved in the sunrise sector, and that it would make little difference if they could all be gathered into the family.

The trade union movement in Britain will probably always be strong in numbers, but we are probably witnessing the start of its long-term decline through a mixture of economic, political and social factors. The TUC desperately wants to be listened to, and that consuming passion is the underlying theme of next week's debates. And as its espousal of the numbers game for the distribution of seats on the ruling General Council has demonstrated, the TUC is putting its faith in the uncertain music of size rather than the strategic value of industrial workers well-placed to exploit their power.

Clearly though, the government's stated attitude to the rule of law by the government had to be bound by legal technicalities. In an address to law students at the University of Zimbabwe in March he said: "Blind acceptance of the rule of law can only frustrate our efforts to radically purge our society of the injustices of the colonial past."

Dr Ushewokunze and Mr Mugabe have both said that the government will detain individuals who it has reason to believe constitute a threat to security. In an interview with the respected magazine *Mojo* recently the minister went on "I do not believe I ought to jeopardize security in order to keep on the good side of the jurists in Geneva."

The Home Affairs Minister has in the past criticized judges for not interpreting the spirit of the law and said it would be a travesty of justice if the government had to be bound by legal technicalities. In an address to law students at the University of Zimbabwe in March he said: "Blind acceptance of the rule of law can only frustrate our efforts to radically purge our society of the injustices of the colonial past."

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Stephen Taylor

TUC membership: the falling numbers

Union	1979	1982
Transport and General Workers	2,088,000	1,503,000
Engineering workers	1,219,000	1,001,000
Public and Municipal	907,000	825,000
Help	775,000	754,000
General Employees (NUPE)	752,000	702,000
Scientific and Technical (ASTMA)	491,000	410,000
Shopworkers (USDAW)	470,000	417,000
Electricians and Plumbers (EETPU)	420,000	390,000
Construction workers (UCATT)	348,000	281,000
Mineworkers (NUM)	245,000	245,000
Teachers (NUT)	245,000	245,000
Public Services Association	245,000	198,000
Postal workers (UCW)	235,000	198,000
White collar engineering (TASS)	207,000	172,000
Healthworkers (NHS)	180,000	150,000
Bank workers (BFWU)	152,000	152,000
Boltonmakers	130,000	115,000
Society of Civil and Public Servants	108,000	98,000
Iron and steel (ISCT)	82,000	82,000
Seamens (NUS)	47,000	25,000

Source: TUC official report
All figures in thousand

Zimbabwe: anxiety but no white exodus

Harare Zimbabwe's worsening human rights record is again under scrutiny after the re-detention of the six air force officers whose trial and acquittal on sabotage charges has become a cause celebre. On this occasion, however, the implications for relations with the western democracies are more serious than ever with aid from the country's main donors apparently in jeopardy.

Over the next few days British and US diplomats in Harare will be making efforts to ascertain just what the Zimbabwe government's intentions are - whether it has been decided to hold the officers, four of whom hold dual British-Zimbabwe nationality - indefinitely, as provided for by emergency powers, or whether they will be released.

The officers are said by lawyers to have taken their re-detention better than relatives and friends, who on Wednesday were moved from elation at their acquittal in the High Court to despair when they were served new detention orders. One lawyer said: "We were not expecting that they would be released immediately and neither were they. But we think there are distinctions between our case and other recent precedents which may persuade the authorities to free them."

Those who hold this opinion believe the government will be prepared to release the officers, between the airman, provided they agree to leave the country, and other detainees freed by the courts such as the former Zipsa treason trialists who, it is suggested, could provide a coalescing point for internal opposition if released.

There have been four previous cases in which one or more people have been brought before the courts on security-related charges, acquitted and then re-detained on the orders of Dr Herbert Ushewokunze, the Minister of Home Affairs. Of these the six ex-Zipsa men, and two alleged South African spies, Philip Hartlebury and Colin Evans, remain in custody.

In two other cases individuals have been released after Robert Mugabe, the Prime Minister, intervened.

Relatives of the airman, lawyers and western diplomats are pinning their hopes that Mr Mugabe was not party to the new orders and will have them released. Last November in an essay designed to counter Mugabe's deteriorating image abroad, Eddison Zvobgo, the Minister for Legal and Parliamentary Affairs, said Mr Mugabe found detention without trial "barbaric" and would resort to it only "in the most compelling circumstances".

Nevertheless, there is ill-concealed outrage among whites generally, and those close to the officers in particular, that having been falsely accused, tortured and held in custody for more than a year, they should now be incarcerated at all.

If they are not released most observers expect a rash of resignations in the Zimbabwe Air Force. The officers, especially the three most senior, are admired by colleagues and their treatment has already provoked a number of top-ranking men to resign.

From an establishment strength of 340, the officer corps has fallen since independence to 175, still more than 90 per cent of them white. It is still easy for a serving officer to leave Zimbabwe's armed forces - no giving just three months' notice - and which is not always realized, commutes up to a third of pension outside the country.

The system was designed before independence to encourage whites to stay on in the armed forces. It may now, as military sources point out, have the opposite effect of deciding them to go.

Most observers believe it is too early to say what effect the affair will have on the white community. At times of stress, talk in the comfortable suburbs invariably turns to emigration, but when these periods pass, most folk get back to living a life which they acknowledge still has great attractions.

The exodus of whites predicted at independence has never materialized and emigration figures show a steady trickle of between 1,000 and 1,800 (race is not specified in the figures but the vast majority are whites) leaving every month. The most recent figures,

for April, show a slight decrease on the same month last year. Though the attractions for whites may be less now and there may yet be a significant outflow, it seems unlikely that the re-detentions will precipitate it.

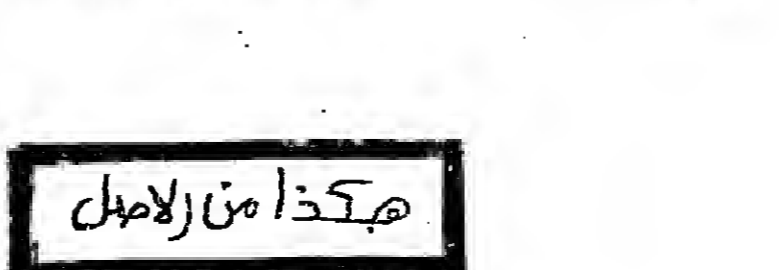
Clearly though, the government's stated attitude to the rule of law by the government had to be bound by legal technicalities. In an address to law students at the University of Zimbabwe in March he said: "Blind acceptance of the rule of law can only frustrate our efforts to radically purge our society of the injustices of the colonial past."

Dr Ushewokunze and Mr Mugabe have both said that the government will detain individuals who it has reason to believe constitute a threat to security. In an interview with the respected magazine *Mojo* recently the minister went on "I do not believe I ought to jeopardize security in order to keep on the good side of the jurists in Geneva."

The Home Affairs Minister has in the past criticized judges for not interpreting the spirit of the law and said it would be a travesty of justice if the government had to be bound by legal technicalities. In an address to law students at the University of Zimbabwe in March he said: "Blind acceptance of the rule of law can only frustrate our efforts to radically purge our society of the injustices of the colonial past."

Stephen Taylor

PHS





P.O. Box 7, 200 Gray's Inn Road, London WC1X 8EZ. Telephone: 01-837 1234

ABUSE OF LAW IN HARARE

The acquittal of six air force officers by a Harare court on Tuesday showed that the independence and fearlessness of the Zimbabwe judiciary most admirably survives; their immediate detention was a disgraceful demonstration of the contempt for human rights and legality that the government of Mr Robert Mugabe is increasingly showing.

There are rare occasions when an executive might be justified in continuing to detain acquitted men: at times of severe civil emergency, for instance, and if there is a real and evident danger that the detainees might instigate disorder if they were at liberty. This is emphatically not the position in the present case. The air force officers are being detained not as a reasonable precaution, but in punishment for crimes of which they have been acquitted. Mr Mugabe's government substitutes its writ for the courts and is scornful of "legal technicalities". Thus the protection all Zimbabwean citizens deserve from arbitrary arrest and imprisonment without due process disappears; liberty depends on the whim of an individual.

The acquittal presented Mr Mugabe with three opportunities. He could have shown his support for an independent judiciary; the judge was an African who had played a leading part in the independence struggle. Secondly, he could have expressed abhorrence at the torture of suspects by the police, the reality of which was accepted by the judge. Thirdly, he could have made

some conciliatory gesture towards the white population. He did none of these things. Mr Mugabe brought Zimbabwe to independence in 1979 amid great good will. He made reassuring speeches about pragmatism (in spite of his Marxism), reconciliation and working with all sections of the population - he included whites and followers of Mr Joshua Nkomo in his cabinet - and respect for the law. There has since been a falling-off, and a formidable indictment can now be mounted against his government.

As well as the torture of suspects and detention without trial (nine other acquitted men have been retained in addition to the air force officers, including six supporters of Mr Nkomo - another opportunity for reconciliation lost), there must be added the atrocities committed by Mr Mugabe's Shona-speaking Fifth Brigade in its action against opponents of the government in Matabeleland early this year. Mr Mugabe promised an inquiry into this, but no report has emerged and no one has been punished. He has also moved against the press, expelling a foreign correspondent and forbidding his own self-censoring press from publishing material relating to terrorism or anti-insurgency operations by his army.

Mr Mugabe is, of course, beset by difficulties. The existence of an unabashedly prejudiced regime in South Africa is a provocation; and there is no doubt that South Africa has encouraged active sabotage in Zimbabwe. Failure of the charges

against the air force officers should not be allowed to conceal the fact that a large part of Mr Mugabe's air force was destroyed in a daring subversive operation. Also Mr Ian Smith's regime set an example of illegality - in its inception, for one thing - and of detention and torture. The Fifth Brigade followed the traditions of the Selous Scouts.

There are reasons for Mr Mugabe's intemperance, but not excuses. It is also true that, although he is himself a strong leader, he must react to the pressure exerted by more extreme members of his party. But there will be an inevitable price to pay unless this latest wrong is righted and the men released. The flight of whites from Zimbabwe would be accelerated, to the economic detriment of the country. There would also be a drying-up of aid from overseas. It may be a failure of sympathy, though a natural one, on the part of the British to react more strongly to the detention of white air force officers than they did to the detention of Nkomo followers, but the condemnation applies to all such cases. The British government will meet strong opposition at home to continuing military and development aid to Zimbabwe unless the detention is countermanded.

Mr Mugabe has intentions to move eventually towards a one-party state. Hopes that this might be accomplished with due regard for human rights and the right to dissent are fading. Zimbabwe looks like becoming an increasingly harsh and isolated place.

TRAINING IS THE THING

September 1 was a bench mark in British social policy. It was vesting day for the Youth Training Scheme, an ambitious measure which falls only a little way short of the conscription of an entire age cohort. Comparable in its scope to raising the school-leaving age, the scheme guarantees for each 16-year-old not already in full-time work or education a place on a state-sponsored programme of training and work experience. At the least this is the latest and biggest attempt by Mrs Thatcher's Government to rescue a generation of British youth from aimless unemployment. At best here are the beginnings of a long-term effort to raise the quality and skills of the labour force to the levels of our trading competitors.

The scale of the scheme is striking. The Manpower Services Commission aims for 460,000 places by Christmas, involving at least 5,000 employers and costing £1 billion a year. In the past big initiatives in social policy have often disappointed; there is some understandable scepticism about the effect of a plan on this scale. Certainly there will be in some parts of the country (what even friends of the scheme concede to be) a scramble. Doubt remains about the take-up of places by the end of July only 46,000 young people had signed on, but now with the end of the holidays momentum will surely gather. Employers public and private have made impressive efforts in organizing placements. However, certain trade unions continue to show a callous lack of responsibility in their refusal to cooperate in providing opportunities for young people in work at a manageable cost to the public funds.

Judgment on the YTS must of course be deferred: the scheme has not deserved the early drizzle of carping it has had - negative

complaint of the sort that often greets any plan of social reform that is patently less than perfect. By September next it will be possible to reach a conclusion. One stark - but reasonable - test will be the number of young people who at the end of their training and work experience remain unemployed. We must be realistic: if that figure is more than one third then YTS will have disappointed. But it will not have failed if at the end of their training the young people have acquired the wherewithal to make their way in the harsh climate of the 1980s. The scheme will not necessarily lead to jobs; it ought to stimulate some trainees to return to college or continue vocational training. The Manpower Services Commission has before it a hefty task of inspection, ensuring that employers (especially small businesses) do train and not abuse the scheme as a source of cheap hands.

Mr Norman Tebbit has decided that reluctant trainees may have to be goaded. Just like the unemployed who refuse "reasonable" job offers, the trainees face a partial loss of social security benefits if they persist in rejecting placements. Trainees are to be paid £25 a week, substantially above the basic benefit payable to an unemployed 16-year-old living with his parents; recalcitrants will lose 40 per cent of their benefit for a salary six weeks. But YTS trainees are not yet Mr Tebbit's equivalent of the *Bevin Boys* - young men conscripted during the Second World War for work in the mines on the orders of Mr Ernest Bevin, the Minister of Labour. The penalty element is fair only as long as designated careers officers ensure a range of choice among placements.

The crude political impulse behind this major act of collective provision costing such a large sum of public money is

maintaining social peace - YTS is an anti-riot device keeping 16-year-olds off the unemployment record and off the streets. The short term expedient must also be used as a vehicle for a longer-term policy: equipping the work force of the 1980s and 1990s with the new array of skills required by an economy open to sharp competition from far east, far west and the Continent. A gap has long been apparent. Britain imports too few of its young people skills of any kind let alone new skills; we retrain too few of our adults compared with the Germans and Japanese. YTS could be a step on the path back to sustained competitiveness.

Time is short. Economic recovery - even partial - will expose shortages of skilled workers in the new engineering and electronics sectors and elsewhere. YTS should lead into a larger plan for training which begins before the age of 16 in the secondary schools and continues not only to 18 but throughout employment: in such a plan the distinction between school and further education college, between education and vocational training are deliberately blurred.

Such an expanded YTS need not cost vast extra infusion of public money: large sums are currently expended under regional and inner-city rubrics which, properly focused on work people and their trainers, could produce a better result for both individual and society. Such a plan requires untrammelled thought about the future of employment married with administrative competence in managing "skillcentres" and the like. Some ministers are uncomfortable with the Manpower Services Commission, bothered by its capacity for independent thought. But the commission is the only agency they have and it should be encouraged rather than sat upon.

Brideshead Catholicism

From the Reverend Dr Gerard McKay
Sir, Clifford Longley's article yesterday (August 22), with its suggestion of a selective and obscurantist minority hijacking the Church's legislative process in order to impose its will furiously on the enlightened majority, may make exciting journalism but it does not correspond with the facts of the case.

When raising the question of the obligation of abstinence from meat on penitential days in the new code of canon law, Mr Longley uses this to complain about the lack of consultation in the preparation of the code. If he had read *Communications*, the official commentary of the commission for the revision of the code, he would have found the original discussion of the matter that took place in 1979. A text was agreed on in early 1980 and this substantially is what is in the new code. Nothing was sneaked in at the last moment when the rest of us weren't looking.

Mr Longley, admittedly along with many others, also misinterprets the significance of the canon on abstinence. He seems to think that principal purpose is to take us back to an illiberal and illogical practice: eating fish is no sacrifice, he tells us. In fact, the consultants constructed

the canons to remind us abstinence is a necessary part of Christian asceticism: it was traditionally expressed by not eating meat and, recognising that tradition has to adapt according to one's culture and circumstances, bishops therefore had to have the power to make whatever commutations were locally necessary.

The Church's rules on abstinence are actually exactly those under which we have been living since Paul VI promulgated his *Motu proprio Paenitentini* on February 17, 1966. The 1983 code has, in effect, codified this legislation. According to canon 6.2 of the new code this means the present local disposition will remain in force, unless specifically withdrawn, because the new code revokes only legislation, universal or particular, that is contrary to its prescriptions.

The bishops, therefore, are free to let the present situation continue if they wish; equally, they are free to introduce new regulations if they feel circumstances have changed from the time of the promulgation of *Paenitentini*.
Yours faithfully,
GERARD MCKAY,
Roman Catholic Scottish National Council,
22 Woodrow Road,
Glasgow.
August 23.

Lost for words

From Miss Marghanita Laski
Sir, In his letter to you of August 19, Mr Denis Mahon quotes the Conservative manifesto (but it could have been any other recent public statement of noble aims) on the wish to encourage support "for the arts and the heritage".

Since we all of us inherited more or less the same language, I doubt I am alone in finding "heritage" a word, redolent of Gift Shops selling Bibles bound in plastic ivory and Shakespeares in plastic morocco, with crinoline-lady lavender bags and witch-balls in macramé slinger; or, as I have just come across in a Texas-set thriller, of motels in tourist centres regaling tour parties with Heritage Buffets, which are evenings of Euro-ethnic food with old-country fancy dress optional.

Surely this is not the word we want for naming all that the once-creative dead of our nation have now, valuably left for us, and which we want to learn how to appreciate and safeguard. But what - deccat, dignified, neutral - is the right word?
Yours faithfully,
MARGHANITA LASKI,
Les Forges de Montgaillard,
11330.
August 24.

A black moment in Zimbabwe

From Mr Humphry Berkeley
Sir, I have been in favour of black majority rule in Rhodesia ever since I first visited that country and met both Mr Mugabe and Mr Nkomo, in 1958.

I was prohibited from entering Rhodesia by Mr Ian Smith after his illegal declaration of independence in November, 1965. I first re-visited Zimbabwe when Mr Mugabe, as Prime Minister, lifted the prohibition order in April, 1980. I held a brief for Mr Smith in 1965 and I hold no brief for him now.

The Zimbabwe which I wished to see was a democratic country with no racial or tribal discrimination and no arbitrary actions on the part of the state contrary to the concept of natural justice.

I find it appalling that six white air force officers should have been tortured in prison in Zimbabwe and then found innocent by a black Zimbabwean judge, whom I have known for many years, and then re-arrested.

Mr Mugabe and his Cabinet have a clear duty to govern Zimbabwe without tribal or ethnic prejudice. I am sure that there are in this country many people, like myself, who greatly deplore recent events in Zimbabwe and who hope that our belief that Zimbabwe could become the kind of country which I have described above was not a vain one. Yours faithfully,
HUMPHRY BERKELEY,
Three Pages Yard, Chiswick, W4,
September 1.

Defence review

From Mr Stevenson Pugh
Sir, Three times in the past two weeks you have aired questions fundamental to our defence policy which should have encouraged many other readers, beside myself, to bop the current defence review may initiate a genuine, radical rethink.

It is essential to start by grasping the paradox that a conventional attack of the kind your contributors described would be more totally generic for the victim than a nuclear attack and would offer an enemy the bonus of being able to occupy the ground thereafter. We have seen many times now that a conventional attack which cannot be defended by conventional means tends to isolate the victim. So we have a clear example where threat of nuclear response would be the only defence and where that could only be convincing if the victim himself possessed that capability.

The first point is, therefore, that we must keep up an independently targeted and controlled nuclear force, preferably based offshore. Let's make no pretence about it: having any strategic significance in the nuclear context, it's simply the sting in our tail. That should come cheaper and, incidentally, not be a factor at Geneva.

The second point, the re-think on the Rhine hopefully opening a new look towards the open sea (in three

LETTERS TO THE EDITOR

Trade sanctions as a bar to learning

From Mr John Gillard Watson
Sir, Notification was recently received here that the *Bulletin of the International Statistical Institute*, vol. 49, "Proceedings of the 43rd Session of the Institute", held at Buenos Aires in December, 1981, had been seized by the Customs. This was on the grounds that importation was forbidden, but an application could be made for an import licence.

The application was duly made to the Department of Trade and Industry, but was refused by the International Trade Policy Division. The reason given was that the ban on Argentine imports imposed on April 7, 1982, would remain "until such time as we can bring Argentina to restore normal trade relations with the United Kingdom." It was argued that "any shift in our position would send entirely the wrong signals to the Argentinians and hinder our efforts to achieve a mutual lifting of sanctions."

Since then notification has also been received that five volumes of *Comercio Exterior Argentina 1979*, published by the Instituto de Nacional de Estadística y Censos, have been seized similarly. Both sets of items are liable to forfeiture and legal proceedings will be taken for the condemnation of the goods as forfeited if we venture to make a claim that they are not liable to forfeiture - a claim which, it is evident, will fail in view of the above-quoted letter.

I do not question the object of the Government in maintaining trade

sanctions, but is it not obvious that so far as the items cited are concerned it is this country, and not Argentina, which is damaged?

It cannot be maintained that to forbid scholars access to the proceedings of the ISI session of two years ago and to forbid not only scholars but business firms access to the trade returns of four years ago can in any way promote our interests; nor could an intelligent interpretation of the embargo, allowing the import of material of benefit to this country, be in any way a source of aid and comfort to the enemy. Both items are sent free of charge.

If this absurd situation is not put right without delay by the Government there is evidently every intention that the whole of the learned and business material in what is presumably a shipload, at present held in a Dover warehouse, will be forfeited and in plain English, destroyed. Where then will the Statistics and Market Intelligence Library of the Department of Trade and Industry get the most recent figures on Argentine commerce? Will the inquiring businessman, and the scholar be told to fly to Switzerland to look things up?

Yours etc,
JOHN GILLARD WATSON,
Librarian
Institute of Economics and Statistics,
St Cross Building,
Manor Road,
Oxford,
August 27.

Miracles take longer

From Mr Kenneth Gilbert

Sir, Professor Michael Beenstock (*Economic notebook*, August 11) provides a complex argument to show that there is no miracle in the improvement in productivity in the UK. Those of us in business do not expect miracles but we do see that productivity gains are real and are not the result of some abstract mathematical relationship.

They are obtained, for example, by eliminating unnecessary work, by careful investment in more efficient machinery and by ensuring that employees work when they are at work: in simple terms, by better management and a growing awareness at all levels that we have to earn a living. There is also a determination to hold on to these productivity gains when we have economic recovery.

We have just had another case of workers sleeping on the night shift. If this practice ceases does not productivity improve irrespective of any other factor? The man on the Clapham omnibus would think so, but then he is unlikely to be a professor of finance and investment.

Yours faithfully,
K. GILBERT,
26 Gallows Hill,
Kings Langley,
Hertfordshire,
August 18.

Illegal indemnity?

From Dr Timothy J. Rimmer

Sir, Together with other doctors and members of other professional bodies I have recently been offered an insurance policy which covers any inconvenience resulting from the loss of my driving licence for any reason - including drinking and driving offences.

A policy covering loss of licence for health reasons would be fair enough, but the withdrawal of a licence for bad driving is supposed to be a punishment and, therefore, a deterrent.

A holder of one of the above policies is impermissibly declaring that he may well drive under the influence of alcohol (and perhaps kill someone) but will no longer suffer any inconvenience in the event of being caught. This would leave precious little to deter him or her from committing this crime which is the cause of so many deaths on our roads. I therefore suggest that such policies are morally unacceptable and should be illegal.

Otherwise, why not offer, for example, policies to the "law-abiding citizen" to cover financial inconveniences in the event of being caught either not declaring all his income on the tax form or making a dishonest insurance claim?

Yours faithfully,
TIMOTHY J. RIMMER,
8 St Catherine's Court,
Clarence Road,
Windsor,
Berkshire,
August 11.

Spending in the public eye

From Mr David J. Critchley
Sir, You report (August 24) that the Treasury paper on the financing of public spending has been "prepared under conditions of extreme confidentiality". Even the spending departments have been kept at arm's length. Does it contain something that you and I should not know?

Enough! Publish the report forthwith. Nail copies to church doors and town halls. Give them away in post offices. Then at least we will be able to come to a considered judgment on the matter.

But what are we promised? "A limited exercise in guided public debate." What boundless contempt for our ability to make up our own minds!
I am, Sir, your obedient servant.
DAVID J. CRITCHLEY,
Ch. du Connétable 7,
Colony,
1223 Genève,
Switzerland,
August 25.

Body and mind

From Dr R. Littlewood
Sir, As both an anthropologist and a psychiatrist, I have been observing with some interest your focus on "holistic" medicine, a concept of therapy which aims to heal the whole individual in his psychological and social context, as opposed to the conventional fragmentation of the western patient into his constituent functions and dysfunctions.

This aim seems to be associated with the rather vague and uninformative assumption that non-western treatments such as traditional Chinese medicine always heal "body, mind and spirit" (August 18). Surely all the healing systems, biomedical or traditional, are holistic in that any specific technique only derives its meaning within the context of certain assumptions about man's nature and human society.

Traditional medical interventions in the non-industrial world are frequently purely physical and often startlingly arbitrary and brief. Chinese medicine may treat disharmony between parents and children by simple moxibustion - burning paper scrolls on the body of the putative patient; no support or interpretations on the part of the healer and complete passivity on the part of the client.

Thanks to the attitude of our medical mandarins, alternative medicine is essentially private medicine and its merits are identical with the supposed attractions of private treatment - an intimate and empathic consultation conducted in a leisurely and congenial atmosphere. Curiously, the sudden awareness of the "alternative" approach coincides with the systematic dismantling of our health services.

The discovery that the cause of civil violence is apparently refined sugar (August 5) also coincides with our refusal to allocate resources to the pncal system. Both instances are characterized by a feeling that we are estranged from some hypothetical state of nature by artificial attempts to control our own destinies.

Perhaps it would not be too fanciful to suggest that current interest in the "holistic" approach is merely the reflection which monetarist casts on medicine?
Yours etc,
ROLAND LITTLEWOOD,
Department of Psychiatry,
Guy's Hospital,
St Thomas Street, SE1,
August 19.

Private line

From Mr James Pretty

Sir, Your leading article on national monopolies (August 22) mentions private quality of service and profitability as functions of a regulatory authority. Quality of service can include many things, but one aspect, availability, surely needs special mention. Are people in small isolated communities, who may already have lost their village shop (and with it the post office) and bus service to lose their telephone kiosk also, because it is unprofitable?

Alternatively, the regulatory authority will need power to insist in detail on the maintenance of several thousand of these amenities. More likely, perhaps, the Government will pass the buck and require local authorities to subsidise private Telecom whenever it claims that a local service is unprofitable, and then of course some other amenity will be cut.

If a public service industry is nationalised, whatever the disadvantages, it can pursue its proper objective of providing a public service, which under private ownership must remain secondary to the amassing of profits.
Yours faithfully,
JAMES PRETTY,
24 Merton Road,
Watton,
Norfolk,
August 22.

Breakfast fare

From Mr William Grandy
Sir, Unlike Mr N. A. Oppenheim (August 31) I found your reference to Sir William Wallace being hanged, beheaded, disembowelled and quartered most appropriate.

I was eating a kipper for breakfast.
Yours faithfully,
WILLIAM GRANDY,
16 Settrington Road, SW6,
August 31.

From Mr Callum Beaton
Sir, Mr N. A. Oppenheim's letter spoiled my lunch!
Yours faithfully,
CALLUM BEATON,
Wood Edge,
42 Cronks Hill Road,
Meadvale, Reigate,
Surrey,
August 31.

Riches of the land

From Miss A. M. Burrell and Dr Berkeley Hill

Sir, In his letter defending the record of British agriculture (August 9) the Deputy President of the National Farmers' Union quotes an average annual rise in retail food prices of only 9.5 per cent for the period 1977-82, a fall in real terms. But choose a less unusual year, free from the aftermath of a major drought, as base year, and the picture changes.

Over the years 1970-82 retail food prices increased at an average annual rate of 13.6 per cent, marginally faster than the rate of general inflation. Considering the significant yield increases over this same period, due in part to publicly-funded research and advisory work and to land mechanisation improvements stimulated by grants and tax incentives to farmers, it seems a pity that consumers have not benefited from at least a modest fall in real food prices.

Too great a concern with statistical detail, however, only diverts attention from the fundamentals

behind agricultural support. From a broader perspective, it is clear that Community agriculture is too large and produces too much food at the price levels set under the CAP and that these prices cause consumers to pay more than they would in an unsupported market.

One indicator that EEC agriculture is too large is that the resource cost (excluding environmental and amenity costs) of surplus food production is greater than its economic value on world markets. Opportunities to solve this surplus problem in the most obvious way, by lowering support prices, are blocked because of the assumption that, without such support, farmers' incomes would be unacceptably low.

While in certain Continental countries there may be grounds for this view, in the United Kingdom it is more difficult to demonstrate that widespread poverty among farmers would result (although the Low Pay Unit has shown that it is currently a reality for some farm workers).

On the other hand, from a wealth standpoint, farmers who own land are at the moment among the best-

off members of society. And it is generally accepted that support for product prices has played a large part in bringing this about through raising land prices, in the longer term capital appreciation must be counted as one of the returns to farming.

To change the support system so that those farmers in genuine need become its main beneficiaries would be unacceptable to powerful interest groups in British agriculture. If done quickly, lowering product prices would involve considerable adjustment costs, including a fall in land prices. And even then, contrary to the facile assumptions of some environmentalist critics (feature, August 2) of high-cost farming, it is by no means obvious that the appearance of the countryside would be enhanced as a result.

Yours faithfully,
A. M. BURRELL,
BERKELEY HILL,
School of Rural Economics,
Wye College (University of London),
Nr Ashford,
Kent,
August 18.



COURT AND SOCIAL

COURT CIRCULAR

BALMORAL CASTLE August 31: Mrs John Duggdale has succeeded Lady Abel Smith as Lady in Waiting to the Queen.

The Prince of Wales, Colonel-in-Chief, The 22nd (Cheshire) Regiment and The Royal Regiment of Wales (24th/41st Foot) will visit Headquarters The Prince of Wales's Division at Lichfield on November 25.

Luncheons HM Government Mr Ray Whitney, Parliamentary Secretary of State for Foreign and Commonwealth Affairs, was host yesterday at a luncheon given at Admiralty House in honour of the High Commissioner for Barbados.

Forthcoming marriages

Mr R. Becham and Miss P. A. Hammonson The engagement is announced between Richard, son of the late Mr and Mrs Simon Becham, and Patricia Ann, daughter of Mrs Sue Hammonson and the late Lewis W. Hammonson.

Mr A. C. Mairhead and Dr K. S. M. Bryden. The engagement is announced between Andrew, son of Mr and Mrs G. F. Mairhead, of Larchwood, Witton Lane, Jordans, Buckinghamshire, and Kirsty, daughter of Mr and Mrs S. Bryden, of Beith, Ayrshire.

Birthdays today

Sir Peter Boon, 67; Mrs Heather Brigstocke, 54; Mr Jimmy Connors, 31; Professor David Daiches, 71; Sir Arthur Drew, 71; Lord George-Brown, 69; Sir Edward Goschen, 70; Mr Michael Hastings, 45; Air Marshal Sir Paul Holder, 72; Mr P. B. Lucas, 68; Lord Paget of Northampton, 70; Professor Sir Desmond Ponds, 64; Sir Alexander Ross, 76; Viscount Simon, 81; Mr Victor Spinetti, 50; Professor George Temple, 82; Right Rev David Young, 52.

Lomond School, Helensburgh

Term starts on Tuesday, September 6. R. Scott is school captain and captain of rugby. Mr Peter McHugh succeeds Miss E. A. Kinnear as head of history.

Spectacle Makers' Company

The following have been elected officers of the Spectacle Makers' Company for the ensuing year, to take office on October 5: Master: Mr Michael Rawling; Upper Warden: Sir Richard Meyers; Roster Warden: Professor Herbert Dartnall.

Latest wills

Mr Claude McGeorge Frost, of Bromley, Kent, left estate valued at £209,575 net. After a personal bequest of £1,000 he left the residue to charity, Help the Aged.

Marriages

Mr J. H. Haver and the Hon Mrs E. Guest The marriage took place on Tuesday, August 30, quietly in London between Mr John Haver and the Hon Mrs Emma Guest.

Prince's relapse

Bad Driburg, West Germany (AFP) - Prince Claus of The Netherlands, the husband of Queen Beatrix, has suffered a serious relapse of nervous depression and is undergoing treatment in a clinic at Bad Driburg, Westphalia, it was reported yesterday.



Miss Teresa Needham who, at the age of 18, narrowly failed to become a chess grand master in the Seventh Masters International in London yesterday. She was playing the Danish international master Gert Iskov (Photograph: Suresh Karadia).

Stubble burning is sensible operation, Jopling says

From John Young, Agriculture Correspondent

Mr Michael Jopling, the Minister of Agriculture, played host to the media on his farm at Thirk, North Yorkshire, yesterday. This year he has harvested about 250 acres of wheat and barley and so can claim first-hand knowledge of the problem of straw-burning. Mr Jopling said that burning was a matter for good sense, not legislation.

From John Young, Agriculture Correspondent

because planting had been so delayed by the wet spring. Mr Jopling said that it was very much a working farm rather than a country estate. In recent years it had been managed largely by a neighbour, Mr John Dearlove, but from now on his son, Nicholas, who graduated from Newcastle University, will gradually take over control.

Australian diplomat to be replaced

From Tony Daboulis Melbourne

Sir Victor Garland, the Australian High Commissioner in London, is to be replaced by a career public servant, possibly as soon as November, according to informed sources in Canberra. The sources said that Mr Alf Parsons, deputy secretary of the department of Foreign Affairs, would replace Sir Victor as part of a general plan to replace officials appointed by the Fraser Government.

Rare postcards in the Strand

An exhibition of pictorial postcards selected from one of the world's finest collections opened in London yesterday at the Victoria Gibbons Gallery in the Strand. Examples range from the first postcard issued in Austria in 1869 to those commemorating the royal wedding of 1981. Some of the rarest postcards of the world are the popular Mabel Lucie Attwell cards of children as included.

OBITUARY

DR HARRY COLLIER

Research on the physiological effects of drugs

Dr Harry Collier, who died on August 29 at the age of 71, was an industrial pharmacologist of a kind that was until recently quite rare: he believed passionately that the development of new and better drugs must hang on an understanding of how drugs function physiologically. Thus, both in his research appointments at four successive drug companies since the war and through his ties with the Society for Drug Research, he was a persistent (and sometimes stubborn) proclivity of the spirit of the Cambridge school of pharmacology, in which he learned his trade in the 1930s.

Britain denies damage to Elgin Marbles

By Michael Horwell

A claim by a Greek professor that the British museum had caused irreversible damage to the Elgin Marbles was rejected yesterday by the Greek Minister of Culture. Officials at the museum said the allegation that damage had been done to the statue of the Caryatid from the Elgin collection by coating it with plastic film had been done to increase pressure for the collection's return to the Parthenon by Miss Melina Mercouri, the Greek Minister of Culture.

Science report

Protective antibody recognized in breast milk

By Pearce Wright, Science Editor

The protection from infections conferred on babies while they are breast fed, and for some time after they have been weaned, is well recognized. Now a group of scientists has identified a specific antibody in breast milk that protects infants against a specific disease; but it does not prevent their becoming carriers of the infection.

ENTERTAINMENTS

APOLLO THEATRE, 104, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 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THE ARTS

Cinema

A great showman, and never mind the message

The Leopard (PG) Gate Notting Hill

The Twilight Zone (15) Warner West End; ABC Shaftesbury Avenue; Studio Oxford Street

Koyaanisqatsi (U) Lumiere

The misadventures of Luchino Visconti's The Leopard, and the reasons why it has taken 20 years to arrive in London in its authentic state, were described by Geoff Brown on this page yesterday. Even now it is not quite original, for it was shot in Technicolor; but if they have not quite recaptured the visual brilliance some of us remember from the 1963 Cannes Festival, where it won the Palme d'Or, the Technicolor laboratories have still done pretty well in restoring the marvels of Giuseppe Rotunno's photography.

In other respects, far from dating, the film actually looks better than it did on its first appearance. It may be that there is simply nothing of equal stature about at the moment for comparison (the film suggests incidentally what poor Cimino, with many more millions but not a fraction of Visconti's flair, was trying for in Heaven's Gate). It may be too that in the intervening years we have adjusted our views of Visconti. We have ceased to trouble our aesthetic conscience about whether or not he was a great artist with a big humanist message to be read, and have settled for the fact that he was a great showman, entertainer, story-teller and metteur-en-scène.

He was a highly intelligent adapter, too. The script, written with a team including his regular collaborator Suso Cecchi d'Amico, is a very satisfying reading of Lampedusa's novel, turning words into images and moods. The final ballroom scene, an hour-long display of marvelous visual bravura, is a clever cinematic equivalent to the Prince's long soliloquy which ends the book.

The story is set in Sicily at the period of the Risorgimento. Don Fabrizio, Prince of Salina (Burt Lancaster), is a survivor of a dying aristocratic race. He is at once fighting to prolong the reign of his clan and class, and mourning its extinction. Everywhere he sees decay, not just in the self-contained poverty of the country and in the old order, but in the revolution itself. The old regime finds accommodations with the new, the revolutionaries become the new bourgeois.



Visual bravura of Rotunno's restored photography in The Leopard

The Prince himself negotiates the marriage of his nephew Tancredi (Alain Delon) to the daughter of a rich parvenu and political opportunist (Paolo Stoppa), "without prestige, but with power, which is more important". The Prince himself perceives the contrast between the girl's peasant business and the inherited decadence of his own people. "We were the lions and the leopards. The jackals and hyenas will take our place. But we, all the lions, leopards, jackals and sheep, think we are still of the earth."

The energy of Visconti's treatment comes from its recognition that the Prince's melancholy is not an isolated and temporary sickness of history. It is a continuing problem. Each generation in turn must find itself swept from the present to the past, losing its grip on time.

Certainly Visconti himself shares the Prince's bitter-sweet nostalgia. He uses his Technicolor screen to record the life of that lost era in fascinated detail: the

family prayers in the great house, and the handkerchief which the Prince meticulously lays to kneel on; the things these people wore and ate; their beds, their sports, their manners. The images are richly evocative: the carriage of sombre carriages taking the family over the dusty brown landscape on the seasonal migration which even civil war cannot interrupt; the vista of worshippers in the great cathedral and beyond, the open door with carriages passing in the raw sunlight; the storeroom with all the chamber pots of a princely home ("A house where you know all the rooms is not worth living in"); the cloud of dust stirred up by a cymbaline as a girl runs through a deserted apartment.

It might be a museum; but Visconti gives it his characteristic theatrical vitality. The scene is in constant movement, propelled by a determined, formal choreography. Nino Rota's music, inclining to a pastiche of Verdi (there is a waltz which is actually claimed to be an unpublished Verdi composition), provides an almost uninterrupted commentary. It is intended as a compliment to the film to say that much of it (certainly Delon's young princeling) has the look of opera, and that you half expect the players at dramatic moments to burst into song.

With all the bravura and sensual delights, the film is immensely enjoyable. All that dates it is the sight of a starchy cast still so young: Burt Lancaster, improbably dubbed Italian; Alain Delon; a voluptuous Claudia Cardinale; and a positively infant Pierre Clementi, as the Prince's young son.

The Twilight Zone, which is brand new, actually looks more dated, because of its origins in twenty-year-old nostalgia. It is a tribute to Rod Serling's popular television series of the early Sixties, with four separate episodes, each by a different director.

Three of the episodes are taken from old Twilight Zone television scripts; significantly the one that is original to the film, written by its director John

Landis, is the least successful. The initial idea (suggested by a Twilight Zone episode, A Quality of Mercy) is good, but it never actually arrives at a dramatic conclusion. Vic Morrow plays a loud-mouthed, middle-aged racist, who finds himself translated into the role of a Jew in Occupied Paris, a Negro about to be lynched by the KKK in the Deep South and a fugitive in Vietnam. To be fair, the shooting of the episode was more than unlucky. Vic Morrow and two Vietnamese children were killed in a helicopter accident. The helicopter shots have been tactfully omitted from the final film; but the incident cannot have been creatively encouraging.

Steven Spielberg contributes a whimsical tale about old people in a retirement home transformed back into childhood. George Miller, who made Mad Max, directs a messy story about a man who is the only passenger on an aircraft that has crashed on the wing. The most ingenious episode, directed by Joe Dante, is about a monstrous little boy who can have everything he wishes for except happiness, and has turned his house and adopted family into things from the world of animated cartoons that is always running, jumping and screaming on the television sets everywhere in the house. Dante and his designers are very successful in giving the place and the people the look of animated drawings; but even this episode fails to resolve itself satisfactorily. The short-story omnibus is a form that has never succeeded in the cinema: the stop-and-start build-up of one sequence after another - particularly when they are all so much in the same vein, as here - just seems not to work. Twilight Zone did better on television.

Godfrey Reggio spent seven years of loving labour making Koyaanisqatsi, so that there is a sense of guilty ingratitude in not feeling more enthusiastic about it. It is the sort of skillful non-narrative montage of fine photographic effects that makers of short films offer from time to time. Koyaanisqatsi, though, is future to length. It is mainly a tribute to the cinematographer Ronald Fricke's lenses and filters and helicopters and slow-motion and time-lapse effects.

Meticulously counterpointed to the scholarly monotony of Philip Glass's music, the work is intended as "an intense and unique look at the superstructure and mechanics of modern life... [integrating] images, music and ideas". It is rather a matter of sensations more than ideas. The mushroom cloud, the spent rockets, the contrast of derelict humanity and industrial wealth, all the accusing faces (inevitable if you go around pointing 600mm lenses at people) and the rather sensible Hopi Indian prophecies do not actually add up to a significant statement on the human condition. "Koyaanisqatsi" is, it seems, a Hopi Indian word meaning "life out of balance".

David Robinson

Television

Ours is darkness

The British are a secretive lot. As a nation we revere reserve as a virtue so it is not surprising that our Government reflects this inclination to keep things quiet even when knowledge of them is obviously in the national interest. BECI is currently probing this dense area of anti-democratic inhibition in Secrets, and is making a good job of it. Last night the producer Sue Bourne focused on state secrets and in particular on industrial pollution and alcoholism. Both are obviously against the national interest but not in the sense, say, of details of our latest anti-tank weapon, though secrecy appears to have just grown and grown.

The Ansoombes, Alan and Sylvia, farm outside Huddersfield overlooking an ICI factory which is high enough on the hazard list to warrant an emergency disaster plan for the area. They are primarily concerned with what comes out of its chimneys. The council knows but will not tell - it only tells those it thinks should know, and frankness from ICI is precluded by law.

The Ansoombes are convinced the emissions are harmful. Mrs Ansoombe has headaches and nausea. She and her husband, dutifully logging every apparent

transgression, have carried on a 15-year fight to find out. Other people are concerned, too, but the council's environmental officer, Mr John Greenwood, says the authority does not see the point of a liaison committee with residents - though he concedes, in general, that there should be a stronger right to know.

Then there is alcoholism. In 1979, a government report warned that it was a national epidemic. Neither Labour nor Conservative governments have released it. Enterprising foreigners have got hold of it and published it. Enquiries after copies have included the parliamentary library and the Department of Health. Panorama did a programme on it without being prosecuted (it is classified), and you can get it at some libraries though you could be prosecuted for that.

Those horrid foreigners are much more open. The Dutch, we learnt, consult - and citizens can readily find out what is going on and coming out of where. It seems that democracy, in what we like to think of as its cradle, has some way to go.

Dennis Hackett

Promenade Concert

RPO/Groves Albert Hall/Radio 3

Yo Yo Ma took the Prom audience by storm on Wednesday night in a passionately felt, forcefully projected performance of Dvorak's B minor Cello Concerto. Whether it was the sort of climate best suited to the work's healthy growth is another matter, but for sheer vigour of commitment and lack of compromise his reading well deserved its long applause.

It was the sort of playing which invited the audience to catch its every breath with the soloist, from the most abrasively assertive opening, from its barely headed second theme, through its prima donna act in the Adagio to the brutally vivacious finale. And if, particularly in the latter two movements, the music itself was threatened with eclipse, then so too, but more mercifully, was the Royal Philharmonic. It was a little higher on its toes than earlier in the week, but still unnecessarily ragged in ensemble.

Where the soloist was inclined to take too high a road, the orchestra was allowed by Sir Charles Groves (replacing, for

mannounced) reasons, Yuri Temirkanov) to take rather too much for granted. This reluctance ever to push the innermost content of the score quite as far as it can go took the edge off a performance of Prokofiev's Fifth Symphony which, though undistinctive in character, had broad cumulative power.

Those who watch as well as listen closely will notice time and time again how this orchestra's latent character and imagination flash to the surface as soon as eye-contact is established with its conductor. But the orchestra, the head remained bowed to the score, and attributes like the fine, sharp-edged tone at the start of the scherzo, or the subsidiary detail in the Adagio, slid out of focus.

The strings, too, needed to listen with far more imagination to the sound they were making in the slow movement in order to engage that of the audience. As it was, both here and in the finale, they seemed to weigh down delight, and even fine woodwind and side drum solos could only take their place in a rather laboriously linear reading.

Hilary Finch

EDINBURGH FESTIVAL

Social niceties get short shrift

Rosenkavalier Assembly Hall

Perhaps the shadow of Frank Dunlop, director-elect of the 1984 Edinburgh Festival, is already cast over a corner of this year's events. Mr Dunlop is a man of the theatre; his predecessors, virtually without exception, have been men of classical music. And so at the Assembly Hall this week and next there is a Rosenkavalier with neither singers nor orchestra but instead the actors of the Citizens' Theatre, Glasgow.

A note in the festival programme tantalizingly recalls the first sketch for Der Rosenkavalier found after Hofmannsthal's death after Hofmannsthal's death. He devised it, much under the influence of Molière, with his friend Count von Kessler and opened it where Act II now begins, in the hall of Farnese. Were the Citizens to play this fragment? Hopes of such a rarity were dashed by the sale outside the theatre of ENO's regular libretto. Inside the Citizens were offering the familiar Hofmannsthal text in translation (by Robert David MacDonald) with the music by Strauss R. (two quotations only) subjugated to that of Strauss J.

Philip Prowse, both director and designer of the play, has a good deal more success with his set than with his actors. Nothing could be further in flavour from eighteenth-century Vienna than

the interior of the Assembly Hall, which is pure Fort Knox, Calvinist variety. Prowse has turned his open stage into a vast sugary wedding cake surmounted by a myriad of candles, white canopies and marbled. Above are billow-white canopies and in the centre is the rumpless bed where Octavian and the Marschallin have spent their night of love.

At the start it is a visual joy, from the centre stalls at least; upstairs the view might not be so good. But it scarcely helps to observe the social niceties of Hofmannsthal's comedy. Against all probability the Marschallin, Herr von Farnese and the Act III. Gasthaus share the same furniture. "Do you call this a chamber-separate?" is a question in the last act melle, and the audience is entitled to guffaw. But the social niceties, on which Hofmannsthal was an expert, are not exactly the strength of this production.

Gary Oldman's Octavian, a bullet-headed striping, far from being "a Young Gentleman of Noble Family" has scarcely an ounce of aristocracy in him, although it does help when he puts on a silver wig for the presentation of the rose. The first moral of this Rosenkavalier ohne Musik is that Octavian should be played by a woman as Hofmannsthal and Strauss directed.

The real hollow in the centre is Ochs himself. On the performance of the first of the public performances Robert David MacDonald's

Ochs has no more style than his own translation. He starts with the physical disadvantage of being too old and too slim; thin Ochs are no more credible than emaciated Falstaffs. Hofmannsthal recognized as much from the beginning when he complained that a spectre-like Ochs would be "the death of the opera". Mr MacDonald, his face pock-marked and carbuncled, his lips liver-coloured, looked more and more like Bela Lugosi and less and less like Baron Ochs as the evening progressed.

The successes included Katharine Klovitz as the Marschallin, who brings a touch of imperial Vienna and in her melancholy monologue on the passing of time at last treats Hofmannsthal seriously. Yolanda Vasquez is a pretty and maitresse Sophie while Carran Hinds and Johanna Kirby bring a touch of commedia dell'arte to the Italian intrigues.

Mr MacDonald may follow Hofmannsthal's text faithfully but he rarely makes contact with his spirit. Words from the 1980s - "goer", "spet" - lie uneasily with Scheridanque references to Lanchester and the vapours. After the first performance of Der Rosenkavalier at La Scala Hofmannsthal commented sadly that his text had a major defect: its charm and individuality disappeared in translation. And not only at La Scala...

John Higgins

Murderer, Hope of Women King's Theatre

A funny thing happened to Glen Tetley's new ballet on its way to Edinburgh. It lost the score by Schoenberg to which it was meant to be danced, and turned from being a ballet based on Oskar Kokoschka's play Murderer, Hope of Women into a production of the play directed by a choreographer, spoken by dancers and intermittently reinforced by the bangs of a percussionist in the pit. This curious volte face looks like a deliberate attempt to shock, but I suspect there may be a more simple explanation: the woolly-minded changing and chopping of ideas during rehearsals. On the other hand, the work is shocking, not for its mild pornography but for its waste of the talent of

performers and producers who normally show themselves on a different level from this.

One must not blame the disaster on the dancers. True, they had no skill in speaking their lines; and an appalling mixture of accents is made worse by the stylized diction that have been inflicted upon them. But there is also the point that, as a playwright, Kokoschka is a pretty good painter. If he were not, nobody would have given a moment's thought to reviving this rubbish.

I dare not try to summarize the plot, firstly because I think Kokoschka hardly had one, secondly because if he did Tetley has made no sense of it, and thirdly because you would hardly believe it if I described what they did and said.

However, the main themes do reveal themselves as blood and

lust, neither of them convincingly expressed either in the text or in the production.

Tetley presents the women as leopards on heat, the men as ragamuffins and the heroine (played by Isadora Duncan dressed by Klimt. The murderer she hopes for is Albert van Niecroop, painted in wood, given a punk hair-do and draped by Nadine Beylis with some of her all-purpose netting which also turns up in the other costumes. The iron cage of Kokoschka's original production has for some extraordinary reason become a forest glade: an unlikely setting for all these goings-on.

Grasping desperately in an attempt to find any flotsam from the wreck, all I can get hold of is the self-conscious attempt to shock, with a mixture of crudity, semi-ouidity and punk elements which I saw developed better in a very minor workshop production

especially its marriage to Gustav Mahler.

Graham Johnson, who doubles as a musicologist and pianist, has devised an adroit scenario of quotation and narration with the songs, including a couple of ones too distinguished ones by Alma herself, sliding in pat on cue. The mood, marvellously handled by Miss Suzzana, changes from gentle mockery to hot-house Vienna, where Alma can have what and whom she chooses, to total involvement with the death of Alma's first child and then Mahler himself. And, just in case anyone leaves in too melancholy a mood, there is the scene with Alma and away first to Walter Gropius and then to Franz Werfel.

The singers, all right on form, were Anthony Kofis Johnson, sweet-voiced and serious; Richard Jackson, a polished speaker and a sturdy baritone, with Felicity Palmer, whose tones change colour swiftly with the prevailing mood. The Songmakers' Almanac will surely be repeating this unconventional programme, compiled and delivered with such polish and imagination.

At the Usher Hall Alfred Brendel was the soloist and Bernard Haitink the conductor in Beethoven's First Piano Concerto. Brendel too is incapable of being convention-bound. Some of his tempi may be quirky but the view and the playing are ever fresh, flecked with humour and filled with delicacy. He was justly cheered by a capacity house.

The Concertgebouw are among Edinburgh's oldest and most favoured visitors. When they first came in 1948 they brought Bruckner and this year they bring him again. And why not? He displays the Concertgebouw's resplendent brass and Haitink's special skill at sculpting a massive musical structure, which he does without turning to the score. The Scherzo was held back a little so that the Trio could go at whirlwind pace, otherwise there

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Edoardo de Filippo's INNER VOICES
Cottesloe: Mon 7.30
Manton's THE FAWN
Cottesloe: Tues, Wed, Thurs 7.30
Gay's THE BEGGAR'S OPERA
Cottesloe: Last 3 pacts Fri 7.30, Sat 2.30 & 7.30
Peter Gill's SMALL CHANGE

Equity rally tails off

ACCOUNT DAYS: Dealings began, Aug 15. Dealings end, Today. Closing Day, Sept 6. Settlement Day, Sept 12.

The equity market closed to take its cue from the 20-point overnight rise on Wall Street yesterday with share prices opening on a firm note in an early flurry of activity.

But as the day wore on the rally showed signs of running out of steam and by the close a near 6 point lead on the FT Index had been cut to only 1.2 at 708.6 by the close.

It appears British investors are taking American hopes of a cut in their interest rates with a pinch of salt - a point reinforced by Wall Street's failure to resume its advance when dealings resumed yesterday.

With just one day of the long three week account left to run investors were in no mood to chase prices higher in London.

Only government securities managed to hold on to their early gains ending the session with rises of up to 50p at the longer end of the market as the pound rose back above the \$1.50 level on the foreign exchange. It ended the day 0.8 cents higher at \$1.5025.

Tate & Lyle's £43m rights issue had little effect on sentiment with the shares putting up a good performance closing only 4p lower at 356p. But BP's interim proved disappointing and after a

quick slip to 440p closed unchanged at 436p.

Most blue chips ended well below their best levels of the day. Associated Dairies rose 2p to 166p, after 140p, still reflecting recent figures, while BOC Group lost 2p to 317p, after 220p, and

Shares of Phoenix Properties & Finance added 1p to 39p yesterday with dealers reporting heavy activity on the options market. The group apparently eagerly awaiting the findings of its appeal to proceed with a leading property development near Gatwick which analysts estimate could be worth about £13m. The group currently boasts assets of only 23p a share.

Courtsaid a similar amount at 99p, after 102p.

The insurance companies were a weak market after Wednesday's report in *The Times* of a unrealistic motor premium price war. Generali Royal Exchange, which reported on Wednesday, lost 19p to 486p. General

Accident 3p to 338p, Eagle Star 8p to 453p, Royal Insurance 7p to 506p and Phoenix Assurance 4p to 316p. Only Commercial Union resisted the trend rising 2p to 169p.

Snail bolstered by hopes of a sell-off of its Unipart subsidiary shares of BL Limited continued to scale new heights adding 5p to 78p. The City estimates that a sale of the spare-parts subsidiary could bring in a much-needed £100m to the parent group now almost wholly owned by the Government. Shares of BL have risen 13p so far this week. Only a few months ago they were trading at about the 30p level.

Bid speculation was again good for another 6p on Inter-City Investments at 81p. Recently Wearewell, the East London textile group controlled by Mr Asil Nadir, the Turkish entrepreneur, bought more than 50 per cent of the shares, despite earlier denials from Mr Nadir that he had any interest in the company.

Among builders Costain Group

were a firm feature climbing 8p to 220p ahead of figures out shortly, but Barratt Developments lost 4p to 212p, after 210p, still awaiting the findings of the inquiry into timber-framed houses. Rediffusion's success in sharing in a contract to supply the Government with flight simulators worth

Yesterday's improvement in the fortunes of the equity market offered several investors just the opportunity they required to unload several large lots of stock. More than 500,000 shares in Argoll Foods changed hands at 120p, while in insurance General 200,000 shares in Legal & General were sold at the 478p level.

£30m was good news for BET, up 5p to 248p. Earlier this year BET bid for the minority of Rediffusion.

Shares of Baraera Tea rose 12p to 125p after announcing the group had received an approach that might lead to an offer for the whole of the issue share capital of

the company. The Anglo-Indonesian Corporation owns about 20 per cent of the equity with the British-Borneo Petroleum Syndicate holding a further 14 per cent.

But the biggest shareholder is James Finlay with just under 30 per cent of the shares. At this level the group, which operates tea estates in Bangladesh, is worth £1.8m.

As expected Tongaat-Hulett is bidding for the outstanding 26.9 per cent of Tongaat Corogroup it does not own. The terms are expected to be announced today.

Shares of Tongaat Corogroup were suspended at a year's high of 433p on Tuesday after Hulett made its minority bid for the South African clay brick maker. At the close of business last night Hulett was unchanged at 535p.

Finance for the West had reduced its stake in Exploration from 328,000 to 328,000, representing 6.86 per cent of the equity. Exploration's biggest shareholder is the El Oro Mining Shares of British Aerospace celebrated the signing of the Alarm missile deal with the Government with a 3p rise to 180p before closing unchanged at 177p. The deal is thought to be worth about £300m and won in the face of stiff opposition from the United States.

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COMMONWEALTH AND FOREIGN

High	Low	Company	Price	Chg	%	Yield
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LOCAL AUTHORITIES

High	Low	Company	Price	Chg	%	Yield
100.00	98.00	British	100.00	0.00	0.0	5.50
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BANKS AND DISCOUNTS

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100.00	98.00	British	100.00	0.00	0.0	5.50
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BREWERIES AND DISTILLERIES

High	Low	Company	Price	Chg	%	Yield
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COMMERCIAL AND INDUSTRIAL

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Handwritten note: 12/5/83

Investment and Finance

City Editor Anthony Hilton

THE TIMES City Office 200 Gray's Inn Road London WC1X 8EZ Telephone 01-537 1234

STOCK EXCHANGES

FT Index 708.6 up 1.2 FT GITS 79.51 up 0.18 FT AH Shares 451.35 up 0.99 (Datastream estimate) Bargains: 20,546 Datastream USM Leaders Index 100.26 up 0.52 New York Dow Jones Average (latest) 1212.91 down 3.25 Tokyo: Nikkei Dow Jones Index 9,228.35 up 38.92 Hongkong: Hang Sang Index 855.24 down 10.70 Amsterdam 149.9 up 0.5 Sydney: AO Index 706.5 up 5.2 Frankfurt Commerzbank Index 926.80 up 12.70 Brussels: General Index 132.20 down 0.23 Paris: CAC Index 134.5 down 0.2 Zurich: SKA General 287.3 up 2.7

CURRENCIES

LONDON CLOUSE Sterling \$1.4990 1/2 cent Index 85.5 up 0.3 DM 4.0425 up 0.01 FF 12.1550 up 0.0425 Yen 370 up 2.0 Dollar Index 129.4 down 0.1 DM 2.6940

NEW YORK LATEST Sterling \$1.4975 Dollar DM 2.6955 INTERNATIONAL ECUE0.58324 SDRE0.699531

INTEREST RATES

Domestic rates: Bank base rates 9% Finance houses base rate 10 Discount market loans week fixed 9% 3 month interbank 9 1/4 - 9 1/2 Euro-currency rates: 3 month dollar 10 1/4 - 10 1/2 3 month DM 5 1/4 - 5 1/2 3 month FF 1 1/2 - 1 1/2 US rates: Bank prime rate 11.00 Fed funds 9% Treasury long bond 100% - 100 3/4

EGGD Fixed Rate Sterling Export Finance Scheme IV Average reference rate for interest period July 6 to August 2, 1983 inclusive: 9.989 per cent.

GOLD

London fixed (per ounce): am \$41.80 pm \$416.80 close \$416.25-417 (\$277.50-278) up \$2 New York latest \$416.60 Krugerman's (per coin) \$429-430.56 (\$286-287) Sovereigns (new) \$98.99 (\$65.75-66) *Excludes VAT

TODAY

Interims: Aga, Alexanders Higgs, Church and Co., Hamilton Oil Great Britain, Mellorware Int., Westwood Daves. Finals: Consolidated Plantations, Whitworth Electric. Economic Statistics: Car and commercial vehicle production (July - final). Unemployment and unfilled vacancies (August - Prov). Housing starts and completions (July). House renovations (second quarter). United Kingdom official reserves (August). Capital issues and redemptions (during the month of August).

ANNUAL MEETINGS

Bridgend Processes, Connaught Rooms, Great Queen Street, WC2 (11.00). Cable & Savoy Hotel, Strand, WC2 (noon). Caledonian Industries, Browns Hotel, Dover Street, W1 (noon). Hallas Group, Whitaker House, Southmoor Road, Witherenshaw, Manchester (11.00). Shaw Carpets, Post House, Osselt, Nr. Wakefield, (noon). Stroud Riley Drummond, Bankfield Hotel, Bingley (11.30)

Meaney takes top Rank job

The Rank Organisation completed the formation of its new board of directors yesterday with the appointment of Sir Patrick Meaney as chairman. He was formerly chairman of Thomas Tilling, which was recently taken over by BTR. The current chairman, Mr Russell Evans, will step down from his £73,000-a-year job in November. His three-year service contract will be honoured, Rank said yesterday. Lucas Aerospace which lost a fiercely-fought contest to build a new anti-radar missile for the RAF, has been awarded a multi-million contract to build parts for its successful rival.

Redundancies part of new chairman's strategic plan More job losses and yard closures warning at British Shipbuilders

By Edward Teasdale Industrial Correspondent A new long-term plan for the future of crisis-ridden British Shipbuilders will be presented to the Government before Christmas, Mr J. Graham Day revealed yesterday as he took over as chairman of the state industry. He warned, however, that the redundancy programme, involving 9,000 job losses, would continue, that more might be necessary, and that yard closures could not be ruled out. Mr Day, a 50-year-old Canadian and former barrister, also called for a new attitude among workers - "from the managing director to the tea lady" - and much improved efficiency and productivity in the yards. Without changing attitudes, "an amount of Government help or market revival will shield us from the cold blast," he said. Mr Day was one of three nationalized industry chairmen who formally assumed their roles yesterday. Mr Robert Haslam, former deputy chairman of ICI and still chairman of Tate and Lyle, took over at British Steel from Mr Ian MacGregor who moved over to the National Coal Board in place of Sir Norman Skidell.



Mr. Graham Day (left), the new British Shipbuilders' chief, with fellow nationalized industry chairmen Mr Ian MacGregor (top right) and Mr Robert Haslam.

The latter totalled £128m last year and while they would be less this year, said Mr Day, there was no chance of breaking even. Sir Robert Atkinson, Mr Day's predecessor, failed to win wholehearted support from Mr Lamont for a £200m emergency package of measures to tide over the industry until orders improve. The Minister promised only that he would study requests for assistance on a case-by-case basis.

he hinted that there could be considerable room for manoeuvre on negotiation of deal-level incentive schemes. Improvements in pay had to be made from greater efficiency, he insisted. Mr Day, of the youngest and - at £300 a year plus a performance-related bonus - the highest paid nationalized industry chairmen, was careful yesterday not to be drawn too deeply into the privatization controversy although he warned that if shipyard capabilities were put into private hands, the BS shipyards would have to pay more. "The key issue is the market for merchant vessels. My attention will be focused on that and the return of the shipyard builders to the private sector I don't see as an issue. I see myself as an experienced professional manager not particularly hung up on an ideological ideology." Mr Day, who was chief executive of the BS organizing committee in 1975 but left amid delays in the nationalization legislation, said: "I was used to controlling a number of companies in the 1970s but I think if any of the market realities had been perceived then, we would be in a more solid position today." He added that he agreed with Cecil Parkinson, the Secretary of State for Trade and Industry, at political and social considerations are for the government and I am hired as a commercial manager to make commercial decisions. Since 1979, the UK flag merchant fleet has halved and BS has faced a world slump aggravated by a sharp price cutting by the South Koreans which has led to British prices being as much as 35 per cent higher. Idle assets, page 15

Lloyd's record profit fails to allay fears

By Andrew Connolly Sir Peter Green, chairman of the Lloyd's of London insurance market, yesterday appealed for a return to sanity in world insurance markets, after reporting that more than 90 per cent of Lloyd's profits are coming from investment income and capital gains, rather than pure underwriting. Giving details of record overall profits of £264m for 1980, the last completed trading period, Sir Peter said that the figures are, in a professional point of view, a cause of some concern. Lloyd's keeps its accounts open for three years to assess its liabilities more accurately. He said it is a sobering thought that pure underwriting profit in 1980 amounted for only £22m, or 8.25 per cent of the overall profit and did not cover management expenses. "These figures clearly demonstrate what market leaders have been saying in the last few years, namely that rates are far too low and that we should not be conducting a business which is so dependent on the investment department to produce a bottom line profit," Sir Peter said. A prolonged fall in interest rates would undoubtedly produce an unwelcome result for the Lloyd's business, he added. This year's global accounts for Lloyd's have been returned to the Department of Trade in the same form as insurance company accounts for the first time to meet the requirement laid down in the Insurance Companies Act 1982. Premium income in 1980 totalled £1862m, reinsurance premiums reached £1791m and investment income came to £398m. Out of this, Lloyd's paid £1578m in claims, £2113m in reinsurance, and £150m in expenses. Despite the bad publicity surrounding the recent scandals in the 300-year-old insurance market, Sir Peter said that 2,200 new names are expected to join Lloyd's next year. Mr Derek Farley, chairman of the Lloyd's Motor Underwriters Association, gave a warning that although the 1980 motor accounts produced a healthy £41m, underwriting profit there will be a fall in profits in 1981 and 1982 after severe competition in the market had forced rates down.

£43m cash call at Tate & Lyle

By Michael Priest Tate & Lyle, the sugar refining and sweetener group, became the latest company to seek funds from shareholders when it made a one for four rights issue yesterday to raise £43m. The issue price is 310p, and yesterday the shares fell by 4p to 356p. The issue, which will bring Tate £41m after expenses, increases the total raised by rights issues so far this year to £3,225m compared with £3,018m for the whole of 1982. Tate shareholders were told that pretax profits for the year to October 1 should be around £55m, some £15m more than in the previous year. The issue's attractions were further increased by the likelihood of the dividend going up to 15.5p net compared with 13.5p net last year. The underwriters were Kinwort, Benson, the merchant bank, and the stockbrokers W. Greenwell. It is understood that the sub-underwriters had to put their full allocation by the end of business yesterday. The company says the proceeds will be used to make acquisitions and expand the sweetener industry worldwide. For some time Tate has been secret of its interest in North America, but last night the company said that it had no particular purchase in mind. Tate owns a sugar refinery at Parkers, in New York State, and an artificial sweetener maker, Zymaster, in Canada. In support of its request for funds, Tate points out that for the last few years its resources have been concentrated on eliminating overcapacity and modernizing British sugar refining operations. Tate is the country's only refiner of cane sugar, most of which is imported from the African, Caribbean and Pacific countries under agreement with the Common Market. At the same time the company has reduced the proportion of earnings from commodity trading, once a major cyclical factor in its results, and has improved the return on capital employed and cut borrowings.

BPCC plan for Odhams site in doubt

By Our Financial Staff British Printing & Communication Corporation's £20m deal to redevelop the former Odhams printing plant in the Watford for retail use was thrown into confusion last night when Watford Council said that it is unlikely to grant planning permission. A spokesman for the council said that the plan to build a J Sainsbury hypermarket on the 20-acre Odhams site is clearly contrary to the district plan and the county plan. "Our council has been dead set against out-of-town centre hypermarkets because of the detrimental effect on the town centre," the spokesman said. The council statement followed criticism of the Odhams deal by Kleinwort Benson, the merchant bank adviser to John Waddington in its attempt to find off an £18m takeover bid by BPCC. Kleinwort accused BPCC of exaggerating the benefits to flow from the proposed redevelopment of the Odhams site. The strong impression given by BPCC is that this redevelopment will give rise to a substantial cash inflow to BPCC, Kleinwort said. Mr Maxwell countered last night by stating that he is confident that planning permission will be obtained for the redevelopment. He said an appeal would be likely if the BPCC proposal was turned down. Mr Maxwell also said that BPCC's cash and profit forecasts are not in any way dependent upon the proceeds of the Odhams deal. He said that the major coup by BPCC was the closure of the Odhams printing plant and not the proposed redevelopment. The BPCC bid for Waddington closes a week today.

£1,350m boost for UK trade surplus

By Frances Williams, Economics Correspondent Britain's surplus on overseas trade in goods and services last year was £1,350m higher than first thought according to the Government's balance of payments Pink Book published yesterday. It shows that last year the country ran a balance of payments current account surplus of £5,428m, compared with an estimate of £4,078m published a week ago. The record 1981 surplus has also been revised upwards from £6,005m to £6,547m. The revisions stem almost entirely from new estimates of invisible earnings from services such as banking, insurance, shipping and tourism. These have been bumped up the invisible surplus by £1,456m last year and £404m in 1981, with small increases for earlier years. A big reassessment of Britain's trading performance so far this year - is now in play. New - and almost certainly higher - figures for invisible earnings for the first six months of this year are due to be published next week. These are likely to show the Government is closer to its £1,500m target of payments surplus for the year as a whole than earlier figures had suggested, despite a sharp deterioration in trade in goods. Investments in overseas stocks and shares jumped £900m in 1979, and exchange controls were abolished to an unprecedented £70m last year.

Flurry of buying lifts dollar

By Peter Wilson-Smith Banking Correspondent Reports that the Soviet Union had shot down a South Korean airliner ironically led to a flurry of dollar buying yesterday afternoon, revitalizing the US currency which had been flagging on profitability. Speculations that the US economic growth may begin to slow led to profit-taking in the dollar earlier and more than outweighed the continuing concern about US money supply growth putting pressure on interest rates. The bout of dollar buying after reports of the airline incident stemmed mainly from New York but was not sustained. After recovering to DM2.6970, against the Deutschemark the dollar eased and it closed in London at DM2.6940 - a fall of nearly 1 pence on the day. Starting climbed back through \$1.50 to the dollar at one stage, but ended the day 1/2 cent up at \$1.4990. It was also firmer against continental currencies and its trade-weighted value rose 0.3 to 85.5. The pound was 1 pence firmer against the Deutschemark at DM4.0425. The markets are still worried that US money supply growth in the next few weeks will push M1 further outside the Federal Reserve's targets. A warning that rapid money growth will lead to accelerating inflation was given by Mr Milton Friedman, the Wall Street guru, in yesterday's Wall Street Journal.

Dow halts sharp slide

New York (AP-Dow Jones) - Stocks recovered rapidly from a sharp slide yesterday after reports that a Korean airliner had been shot down by a Soviet fighter. The Dow Jones Industrial average was higher than two points. It fell more than seven during the morning session. Advancing issues gained to a 5-to-4 lead over declines. The trading pace had slowed from the early session. Mr Henry Laubacher, Paine Webber, market analyst, said: "The market acts better than anticipated considering the news about the jetliner being shot down. But gold was not carried away a stock price did not fall very far. Thus, the market should move in the area of overhead supply around the Dow 1,225 level. General Motors was up 3/4 to 71 1/4, General Electric up 1/2 to 112 1/2, Instrument up 1/2 to 116 1/2, NCP up 1/2 to 120 1/2, Caterpillar up 1/2 to 59 1/2, International Business Machines up 1/2 to 118 1/2, General Electric off 1/2 to 50 1/2, International Paper off 1/2 to 41 1/2, and Johnson & Johnson up 1/4 to 41 1/2."

Hawley bid for Cope shares

By Our Financial Staff Mr Michael Ashcroft's Hawley Group had made an unusual tender offer for shares in Cope Alkman International to take its stake up to a strategic 29.99 per cent. The offer comes just a few months after Cope successfully fought off a consortium bid. On Wednesday Hawley acquired the 7.65 per cent shareholding in Cope held by Hollis Bros and ESA at 72 1/2p per share. This deal took the Hawley stake up to more than 20 per cent. A further 13.6 per cent in Cope is held by Mr David Wickins of the British Car Auction Group and if he does not accept the offer, Hawley and BCA will control 44 per cent of the shares. The Takeover Panel says it has been given firm assurances that they are not acting together.

James Capel comes first in 'hit-or-miss' annual ritual

Top spot unchanged in analysts survey holiday and due back at his office on Monday. Over the survey's 10 years only 14 analysts have survived from the first and only 15 have stayed top of their sector for at least eight of the 10 years. What about the next 10 years? Continental believes the changes under way at the Stock Exchange could have a significant impact on analysts. "These stockbrokers who have decided to emphasize research are now well established with top teams in place. Newcomers to the research market may find it increasingly difficult and expensive to carve a niche in any significant sector." The bankers add: "It does mean, however, that a combination of negotiated commissions and increasing turnover outside the market could mean less commission income to support any but the best research analysts."

Table with columns: ANALYSTS RANKINGS, 1983, 1982, 1981. James Capel is ranked 1st in all three years.

City Editor's Comment Now the invisibles come to light

The revelation yesterday that Britain last year ran a surplus on her international balance of payment nearly £1,500m higher than previously suggested serves as a pointed reminder of the pitfalls that lie in wait for the unwary, by they policy maker or speculator, who dare to put their trust in official statistics. Instead of a current account surplus of £4,081m shown by the most recent trade figures only a week ago, the balance of payments "Pink Book" reveals a 1982 surplus of £5,428m. This, we are told, results from the discovery of £1,456m of extra invisible earnings, mostly income on investments abroad, due to "later and more complete information". The record surplus in 1981, initially put at just over £6,000m, has by the same token, also been revised up to £6,547. These revisions are not simply of historical interest. They imply that the trade statistics for this year too are seriously understating Britain's performance on invisibles - the services provided by the City, shipping, tourism and the like - and thus giving an excessively gloomy picture of what is happening to our external balance. According to the Whitehall statisticians, the invisibles balance has been running in the black to the tune of around £250m a month so far this year, reflecting a sizeable improvement on the £150m a month initially estimated for last year. In fact, we now know the true figure in 1982 was £275m a month. If, as forecasts from the Committee on Invisible Exports suggest, invisible earnings are indeed set for a substantial increase this year, big upward revisions for 1983 are in prospect. The first of these will come with the second quarter's balance of payments estimates released in a week's time. Only a few days ago, it seemed that the Government's forecast of a £1,500m external payments surplus this year would be proved hopelessly optimistic, with a cumulative surplus of only £478m, in the first seven months. That gloom now looks somewhat misplaced. Britain's invisible exporters, thus, have every reason to feel pleased with themselves (even though a large part of the City's extra earnings last year, for instance, reflected windfall gains from the lower pound). Excluding government transactions, the private sector invisibles surplus of more than £7,000m in 1982 far exceeded the £4,600m contribution made by North Sea oil. Nevertheless, the unexpected boost to invisible earnings may only postpone rather than avoid the plunge into current account deficit presaged by the catastrophic deterioration in Britain's trade in goods. Between January and July this year, we ran a deficit on visible trade of £1,200m, despite the contribution of North Sea oil, compared with a surplus of £2,120m in 1982 and more than £3,000m in 1981. Imports of manufactured goods exceeded exports for the first time since the Industrial Revolution. And this has happened at a time when Britain is experiencing its slowest recovery from recession since the war. Given British consumers' huge appetite for imports, a quickening of economic growth would be almost certain to produce the first current account deficit since North Sea oil came on stream. With oil production expected to peak within the next couple of years the old spectre - a balance of payments constraint on growth - lies waiting in the wings.

BP profits pave the way for sale

By David Young, Energy Correspondent A decision to sell-off a further £500m worth of the government's holding in BP could be announced when Mrs Thatcher opens the new BP Magus oilfield on September 14. BP, which yesterday announced increased second quarter profits on £219m compared with £74m the previous quarter, said that a prospectus for the sale of a further seven per cent of the Government holdings is ready for publication. The sale would raise £500m for the Exchequer. An earlier sale - by the Labour Government - raised £564m and the sale of a second tranche of the Government holding by Sir Geoffrey Howe, when he was Chancellor, raised £290m. Yesterday's figures indicate that there would be a scramble for the shares in the City. Production is already on target in the Magnus field and the Forties field is back in full production after an explosion and fire early last month. BP Chemicals has trimmed its losses. BP Minerals losses were cut by £4m to £2m. BP Coal broke even and BP Nutrition increased its profits from £6m to £8m. The company has economized on staffing and operating costs and its shipping fleet has been cut by a third. Refinery capacity throughout Europe has been reduced and a review of refining capacity is continuing with further closures and job losses not yet ruled-out. Investors' notebook page 14

Cut-price coal for CEBG

By Our Financial Staff The CEBG and NCB have also agreed that after 1985 there will be no guaranteed minimum output of coal, although the CEBG will use "its best endeavours" to continue to take up to 95 per cent of its coal from the NCB. Of the 70 million tonnes to be bought in the coming year, five per cent will be at the price related to world market prices. Both the NCB and the CEBG are satisfied with the new agreement, which comes before the coal industry's annual wage talks and is seen as giving the NCB chairman, Mr Ian MacGregor, a strong bargaining counter in his first negotiations with the National Union of Mineworkers.

Advertisement for Good Relations Group plc. Includes text: "This advertisement is issued in compliance with the requirements of the Council of the Stock Exchange..." and financial details: "Share Capital Issued and fully paid £ 600,000 Ordinary Shares of 10p each 505,841".

INVESTORS' NOTEBOOK edited by Michael Prest

Reliable Cadbury unwraps 9% rise

Cadbury Schweppes
Half-year to 30.6.83
Pretax profit £33.5m (£30.7m)
Stated earnings 8.49p (8.0p)
Turnover £782.7m (£856.5m)
Net interim dividend 1.50p (1.40p)
Share price 105p
Dividend payable 24.10.83

Cadbury Schweppes has become one of those boringly predictable groups. Profits, with just the occasional mad flurry, move forward with steady precision.

Sir Adrian Cadbury, chairman, duly unwrapped another Cadbury-style set of figures yesterday when he announced that interim pretax profits had advanced by a commendable 9.1 per cent to £33.5m, much in line with City expectations. So for the full year maybe £100m, against £89m seems likely.

Cadbury remain deep in an extensive capital spending programme which should peak this year. Meanwhile, this is pushing up interest charges - £4.6m higher at £11.6m at the interim mark.

Much of the interim lift has come from America where the soft drinks to sweets company has spent heavily on acquisitions and subsequent reorganization.

American profits at the trading level more than doubled to £5.1m, but the soft drink side is enduring "dull" trading. However, Cadbury is establishing itself in new markets such as apple juice where it is now the brand leader.

Australia and South Africa continued to advance and in Britain, despite a bout of chocolate price cutting, margins have improved across the range and trading profits rose nearly £2m to £21.7m.

Overall interim sales progressed 16.2 per cent with trading profits (£42.5m) up 18.7 per cent. At 105p the shares are historically yielding 6.7 per cent.

RIGHTS ISSUES IN AUGUST (m)	
Evode Group	4.0
Unitech	6.6
Aurora Holdings	9.0
Group Lotus	2.3
Dicksons Group	21.1
Parkdale Holdings	1.1
Steinberg Group	4.1
Sharnberrain Phipps	2.9
Midland Bank	180.0
Cambrian & General Securities	10.3
Fleming American Investment	19.8
Nesco Investment	0.9
Tate & Lyle (September)	43.0
Total:	285.1

Source: Samuel Montagu

British Petroleum

British Petroleum
Half-year to 30.6.1983
Net income £484m (£251m)
Stated earnings 18.1p (13.8p)
Turnover £15,529m (£14,218m)
Net interim dividend 7p (6.25p)
Share price 438p, Yield 4.8%
Dividend payable 17-11-83.

Although currency facts have magnified the apparent improvement, oil trading on the underlying replacement basis improved from a £13m loss in the first quarter to a £123m profit in the second quarter. The Opec and British markets both offered improvements after the horror stories of the last two years, although this was partially offset by the profit contraction of the French product-pricing system. Chemical losses continue, but at a reduced level.

Perhaps equally significant is the fact that, after spending much of last year wholly dependent on Sohio for its profitability, the rest of the BP group is beginning to make some sort of return again.

In the last nine months reported figures, BP has made net profit of £287m, while Sohio has turned in £470m. In the first nine months of last year, by contrast, BP lost £97m, while Sohio produced £441m.

There are signs that capital spending has been controlled to help generate extra cash-flow. Spending other than on Sohio was £704m in the first half, whereas two years ago the then chairman, Sir David Steel, was talking of expenditure of £2,000m a year.

The company, no doubt mindful of these taunts a while back about its lack of cash-flow outside North America, made a point yesterday of saying BP had a cash surplus of £290m in the first half and as a group repaid nearly £650m of outstanding debt.

The company is on course for replacement-cost full-year profits of £900m plus, with the added spice of the Chinese and Alaskan exploration wells this autumn to keep investors happy if the sale comes in the next few weeks.

Cambridge Electronic

Cambridge Electronic Industries
Half-year to 30.6.83
Pretax profit £3.95m (£3.12m)
Stated earnings 7.1p (5.5p)
Turnover £50.1m (£58.7m)
Net interim dividend 1.8p (1.5p)
Share price 283p Yield 2.8
Dividend payable

One of the troubles with being a high flyer is that any apparent drop in altitude can cause alarm. And so it was yesterday with Cambridge Electronic Industries, the group carved out of Phillips two years ago. On hearing that interim pretax profits have risen by a mere 27 per cent to £3.95m the market promptly marked the shares down 10p to 263p.

There is no doubt that for those expecting a huge advance from last year's full pretax profits of £7.5m this first six months looks disappointing. But the underlying position remains sound.

The order book is running at about 8 per cent above that of last year, and the balance sheet is healthy despite the extra turnover - up from £39.7m to £50m - absorbing more working capital and the oddity that, with a positive net cash position, falling interest rates result in lower 'come.

Nevertheless, there is no doubt at Cambridge Electronic is

feeling the competitive pinch. Prices were raised by only about 4 per cent across the board. And turnover excluding Elec-Trol was up by 18 per cent.

The jump from operating profits of £296,000 to £645,000 in specialist engineering owed a lot to one mysterious export order, and defence profits were more or less static at £1m.

Electronic and electrical components rose from £1.53m to £2.26m.

Tate & Lyle

Tate & Lyle's £43m rights issue is the latest in the apparently relentless stream of money raising. Shareholders have been asked in the first eight months of this year to dig into their pockets for £3,255m, compared with £3,018m for the whole of last year. On top of that, Unlisted Securities Market issues have amounted to £140m, against £119m.

Whatever doubts analysts may have entertained about the equity boom, shareholders have clearly felt otherwise. And the ability of investors - whether institutional or private - to find the cash reflects interestingly on the periodic scares about liquidity shortages. It was not difficult, therefore, for Tate & Lyle to get its timing right.

Tate clearly has attractions, however. The forecast of £5m pretax for the year, some £15m more than last year, is possible quite simply because the business is in the best condition for six or seven years.

Tate's management has achieved one of the most credible restructurings the depression has seen in this country.

After spending about £40m on modernizing the British cane refining, still the historic heart of the business, and making as much as £70m gross from disposals, Tate has achieved significant improvements in productivity.

Computer link for research

Paris (AFP) - Three leading European computer groups, the French Bull Company, British ICL and West German Siemens, have linked, to set up a joint research centre, the Bull Company said yesterday.

The centre, due to begin work early next year, will research in the field of artificial intelligence which should enable computers to participate in decision making with the help of non-americal information.

The three companies will carry out long-term research with a view to products for manufacture in about 1990 or 1995, but this will not result in the manufacture of joint equipment.

The centre is to be sited in South Bavaria in Germany, and results of the research will belong to the three companies which will be free to exploit the findings.

The three companies will continue with their own independent research programmes.

Charterhouse profit increases by 18.5%

By Peter Wilson-Smith, Banking Correspondent

Charterhouse Group, the investment and merchant banking company, has pushed up half-year profits by 18.5 per cent to £11.6m before tax on the back of a strong performance from its development capital division.

Development capital benefited from further realizations in the United States where Charterhouse sold more shares in two successful investments, Dreyer Grand Ice Cream and Peco Pharmaceutical Services.

Combined with a good result in the United Kingdom, France and Canada, this division improved profits before interest from £4.23m to £9.38m in the six months to June 30.

The merchant bank also reported higher profits after transfers to secret reserves - up from £2.62m to £3.10m.

Banking and development capital between them more than made up for a flat performance from the rest of the group and the absence of profits from Charterhouse Petroleum where the group's stake has been further reduced from 19.5 to 12.5 per cent.

The group now only includes Charterhouse Petroleum dividends into its profits.

The manufacturing division made virtually unchanged profits of £3.09m after a sharp downturn at Newage Engineers, whose overseas markets for alternators in Africa and the Middle East have turned sour.

Profits from services fell from £2.99m to £1.76m reflecting the disappointing first half from Spring Grove, the towel rental company.

Helped by a much lower tax charge, earnings per share have risen by 35 per cent to 4.56p but the half-year dividend is being raised by only 5.2 per cent to 2.025p. Mr John Hyde, chief executive, said the group wanted the dividend to be covered twice by profits. Last year the dividend was covered 1.8 times.

Charterhouse had a strong capital base in 1982 so although profits in the first half of 1983 are £1.8m ahead, it remains cautious about the whole of this year, forecasting profits at least as good as 1982.

LONDON COMMODITY PRICES		LONDON METAL EXCHANGE		LONDON INTERNATIONAL FINANCIAL	
Coffee, Arabica	100.00	Gold	375.00	3-Month	10.50
Cocoa	1,200.00	Silver	150.00	6-Month	10.75
Wheat	120.00	Platinum	1,000.00	12-Month	11.00
Barley	110.00	Palladium	1,500.00	18-Month	11.25
Maize	105.00	Rhodium	2,000.00	24-Month	11.50
Soybeans	115.00	Rupee	150.00	30-Month	11.75
Wheat	120.00	Yen	250.00	36-Month	12.00
Barley	110.00	DM	180.00	42-Month	12.25
Maize	105.00	FF	160.00	48-Month	12.50
Soybeans	115.00	Sc	140.00	54-Month	12.75
Wheat	120.00	Sfr	120.00	60-Month	13.00
Barley	110.00	Sw	110.00	66-Month	13.25
Maize	105.00	DK	100.00	72-Month	13.50
Soybeans	115.00	Nor	90.00	78-Month	13.75
Wheat	120.00	Fin	80.00	84-Month	14.00
Barley	110.00	Den	70.00	90-Month	14.25
Maize	105.00	Gr	60.00	96-Month	14.50
Soybeans	115.00	Isr	50.00	102-Month	14.75
Wheat	120.00	Ind	40.00	108-Month	15.00
Barley	110.00	Mal	30.00	114-Month	15.25
Maize	105.00	Phil	20.00	120-Month	15.50
Soybeans	115.00	Sing	10.00	126-Month	15.75
Wheat	120.00	Thai	10.00	132-Month	16.00
Barley	110.00	Indo	10.00	138-Month	16.25
Maize	105.00	Japan	10.00	144-Month	16.50
Soybeans	115.00	UK	10.00	150-Month	16.75
Wheat	120.00	US	10.00	156-Month	17.00
Barley	110.00	West	10.00	162-Month	17.25
Maize	105.00	Other	10.00	168-Month	17.50
Soybeans	115.00	Other	10.00	174-Month	17.75
Wheat	120.00	Other	10.00	180-Month	18.00
Barley	110.00	Other	10.00	186-Month	18.25
Maize	105.00	Other	10.00	192-Month	18.50
Soybeans	115.00	Other	10.00	198-Month	18.75
Wheat	120.00	Other	10.00	204-Month	19.00
Barley	110.00	Other	10.00	210-Month	19.25
Maize	105.00	Other	10.00	216-Month	19.50
Soybeans	115.00	Other	10.00	222-Month	19.75
Wheat	120.00	Other	10.00	228-Month	20.00
Barley	110.00	Other	10.00	234-Month	20.25
Maize	105.00	Other	10.00	240-Month	20.50
Soybeans	115.00	Other	10.00	246-Month	20.75
Wheat	120.00	Other	10.00	252-Month	21.00
Barley	110.00	Other	10.00	258-Month	21.25
Maize	105.00	Other	10.00	264-Month	21.50
Soybeans	115.00	Other	10.00	270-Month	21.75
Wheat	120.00	Other	10.00	276-Month	22.00
Barley	110.00	Other	10.00	282-Month	22.25
Maize	105.00	Other	10.00	288-Month	22.50
Soybeans	115.00	Other	10.00	294-Month	22.75
Wheat	120.00	Other	10.00	300-Month	23.00
Barley	110.00	Other	10.00	306-Month	23.25
Maize	105.00	Other	10.00	312-Month	23.50
Soybeans	115.00	Other	10.00	318-Month	23.75
Wheat	120.00	Other	10.00	324-Month	24.00
Barley	110.00	Other	10.00	330-Month	24.25
Maize	105.00	Other	10.00	336-Month	24.50
Soybeans	115.00	Other	10.00	342-Month	24.75
Wheat	120.00	Other	10.00	348-Month	25.00
Barley	110.00	Other	10.00	354-Month	25.25
Maize	105.00	Other	10.00	360-Month	25.50
Soybeans	115.00	Other	10.00	366-Month	25.75
Wheat	120.00	Other	10.00	372-Month	26.00
Barley	110.00	Other	10.00	378-Month	26.25
Maize	105.00	Other	10.00	384-Month	26.50
Soybeans	115.00	Other	10.00	390-Month	26.75
Wheat	120.00	Other	10.00	396-Month	27.00
Barley	110.00	Other	10.00	402-Month	27.25
Maize	105.00	Other	10.00	408-Month	27.50
Soybeans	115.00	Other	10.00	414-Month	27.75
Wheat	120.00	Other	10.00	420-Month	28.00
Barley	110.00	Other	10.00	426-Month	28.25
Maize	105.00	Other	10.00	432-Month	28.50
Soybeans	115.00	Other	10.00	438-Month	28.75
Wheat	120.00	Other	10.00	444-Month	29.00
Barley	110.00	Other	10.00	450-Month	29.25
Maize	105.00	Other	10.00	456-Month	29.50
Soybeans	115.00	Other	10.00	462-Month	29.75
Wheat	120.00	Other	10.00	468-Month	30.00
Barley	110.00	Other	10.00	474-Month	30.25
Maize	105.00	Other	10.00	480-Month	30.50
Soybeans	115.00	Other	10.00	486-Month	30.75
Wheat	120.00	Other	10.00	492-Month	31.00
Barley	110.00	Other	10.00	498-Month	31.25
Maize	105.00	Other	10.00	504-Month	31.50
Soybeans	115.00	Other	10.00	510-Month	31.75
Wheat	120.00	Other	10.00	516-Month	32.00
Barley	110.00	Other	10.00	522-Month	32.25
Maize	105.00	Other	10.00	528-Month	32.50
Soybeans	115.00	Other	10.00	534-Month	32.75
Wheat	120.00	Other	10.00	540-Month	33.00
Barley	110.00	Other	10.00	546-Month	33.25
Maize	105.00	Other	10.00	552-Month	33.50
Soybeans	115.00	Other	10.00	558-Month	33.75
Wheat	120.00	Other	10.00	564-Month	34.00
Barley	110.00	Other	10.00	570-Month	34.25
Maize	105.00	Other	10.00	576-Month	34.50
Soybeans	115.00	Other	10.00	582-Month	34.75
Wheat	120.00	Other	10.00	588-Month	35.00
Barley	110.00	Other	10.00	594-Month	35.25
Maize	105.00	Other	10.00	600-Month	35.50
Soybeans	115.00	Other	10.00	606-Month	35.75
Wheat	120.00	Other	10.00	612-Month	36.00
Barley	110.00	Other	10.00	618-Month	36.25
Maize	105.00	Other	10.00	624-Month	36.50
Soybeans	115.00	Other	10.00	630-Month	36.75
Wheat	120.00	Other	10.00	636-Month	37.00
Barley	110.00	Other	10.00	642-Month	37.25
Maize	105.00	Other	10.00	648-Month	37.50
Soybeans	115.00	Other	10.00	654-Month	37.75
Wheat	120.00	Other	10.00	660-Month	38.00
Barley	110.00	Other	10.00	666-Month	38.25
Maize	105.00	Other	10.00	672-Month	38.50
Soybeans	115.00	Other	10.00	678-Month	38.75

Air freight

Airlines are expressing rising confidence in the growing business of delivering freight cargoes. Arthur Reed reports

The growth of the world air freight industry, which traditionally ran at around ten per cent a year, has suffered along with the rest of the airline business from the effects of the economic recession, but now shows signs of a revival as international trade begins to pick up.

According to International Air Transport Association figures, this sector of civil aviation grew by 9.8 per cent in 1978 over 1977, by 8 per cent in 1979, by 4 per cent in 1980, by 5.1 per cent in 1981, and by only 1.1 per cent last year. Although it is too early at present to gain a complete forecast picture for 1983, individual airlines are expressing rising confidence.

British Airways, for instance, has revised the estimate of its income from air freight during the financial year 1983-84 upwards by £15m to £183m, assessing that 210m of the increase will come from improved trading conditions, and the remainder from greater internal efficiency.

The airline industry is looking to a greater contribution than in the past from freight, because its overall economic outlook remains gloomy, whether or not the recession ends. The industry has indulged in a great amount of belt-tightening, with wholesale lay-offs of staff and grounding of aircraft (one estimate is that 10 per cent of the total fleet is up for sale at present), but it still preys to forces over which it can exercise little or no control.

These include illegal discounting of both passenger fares and cargo rates, estimated to be costing the industry up to \$600m a year in lost income, blocked or delayed transfers of an estimated \$400m worth of earnings in both the passenger and freight sectors belonging to 40 airlines by 30 countries, mainly in Africa, rising airport landing and navigation charges, and above all changes for servicing loans, mainly for new aircraft, what Mr Kurt Hammerskjöld, director general of the International Air Transport Association, referred to recently as "the interest mountain".

Were it not for this mountain, the world's airlines could expect to move back into profitability

next year by some £300m, but once interest charges of £1,225m are met, there will be a deficit of just under £1,000m.

The scope for widening the role of air freight as a contributor to the well-being of airlines remains enormous, for although it carries up to 16 per cent annually of United Kingdom trade in value terms - Heathrow was the "richest" airport in Britain in 1982, with exports and imports worth £13,540m, with Dover second - in volume it amounts to only 0.2 per cent.

This is obviously because carriage by air does not lead itself to bulk cargo, such as coal, iron ore, steel, which will always travel surface, but also because many shippers still see air freight as an "emergency only" method of transport for their goods.

Even with this discounting, which is prevalent in certain areas of the world, and particularly the Far East, and a freeze on cargo rates because there is too much aircraft capacity chasing too few goods, air freight rates remain generally higher than surface transport, but can be eased out when the arguments in favour of air cargo are applied - shorter warehouse time, lower breakage and pilferage rates, less packing, smaller insurance premiums, and above all, quicker deliveries.

But shippers remain slow to change, as evidenced by Lufthansa, the West German airline, which is among the biggest air cargo carriers in the world, which carries 25,000 tons of cargo between Germany and the United States each year, a total equivalent to the load carried by just one container ship.

Other airlines transport a further 50,000 tons of freight annually between Germany and the US - equivalent to two further such ships.

Taking away just one per cent of the world-wide sea-freight business would enable the airlines to double their cargo business, it is estimated, and although the greatest proportion of sea traffic is the sort of bulk goods which will never travel by air, sea does transport piece goods which would be ideal for carriage by air.

But while the airlines are



Cargo handling at Gatwick: revenue from freight is improving

attacking the traditional seaborne trade, they in their turn are being threatened by another form of surface carrier, the long-distance heavy truck. Increases in axle weights, and higher speeds, particularly in Europe, are enabling the operators of such vehicles to offer expeditions overnight deliveries at very competitive rates, and some airlines, scenting danger to their own traffic, have signed cooperative deals with the trucking firms.

One European airline president, Jan Carlzon, of Scandinavian Airlines System, sees the time when very little freight will be carried by air on short-haul services, and the space which it now occupies in the underfloor holds will be utilised to give more room for passengers' baggage. Mr Carlzon has asked manufacturers to design him a new airliner along these lines.

But although beset on many sides, those who run the airlines' air-freight business still take an optimistic view of the future. Modern technology has come to their aid in recent years, with new

generations of wide-bodied airliners and the containerized freight which they can swallow offering advantages of efficiency unimaginable when bins of small parcels had to be piled in the holds of smaller, narrow-bodied planes.

Ironically, the small parcel business is now coming back strongly, with the liberalization of private post offices and courier services, particularly in Britain, but many of these parcels are hurried through by the couriers themselves, and the opportunities for increased revenues are as yet only touched by the airlines.

New technology in the form of computers which keep track of cargo items, wherever in the world they may be, which help to speed the customs process at airports, and which issue and check waybills, is also helping to make air cargo more competitive with its rival forms of transport, while keeping costs down.

Brokers and consolidators are today working far more closely with the airlines than in the past, and at some airports are linked into the computerized tracking

systems which are operated by the airlines and the customs authorities. Those running the industry are encouraged by this trend, and also by the trend in manufacturing towards high-technology goods, such as videos, stereos, computers, and television sets, which lend themselves ideally to carriage by air.

Further encouragement is gained from the growth of multinational companies, with factories in different areas of the world needing to exchange urgently parts and semi-finished products.

Air freight has an important role to play in the airline industry's painful struggle towards recovery, but the danger is that airline managements will treat it, as has happened in the past, as a poor relation, starving it of capital and resources in their economy drives, and favouring the more-glamorous passenger side of their business. The longer that cargo remains unfashionable, the longer it will take the airlines to move back into the black once more.

ECONOMICS

Are the days of discounting finally numbered?

Discounting - the offering of cargo rates or passenger fares at below those agreed between airlines and governments - is a by-product of the world business recession, and is a constant drain on the airline industry's revenues. But a concerted effort recently by the industry does appear to be lessening the problem, and the airlines' hope is that with the ending of the recession it will go away for good.

There are, of course, certain areas of the world, like the Middle East and the Far East, where bargaining is a way of life, and where discounting will never completely end. The Arab Air Carriers' Association (AACO) is taking a stern line among its members, and has gone a long way towards stamping it out in their area, but is finding it more difficult to legislate against foreign carriers who fly through the Middle East with cut-rate goods.

The International Air Transport Association (IATA) has mounted a campaign called "fare deal" in which geographical groups of airlines agree among themselves not to discount, and have the power to levy fines against any of their number which transgress.

Across the North Atlantic, one of the world's busiest air-freight routes, there is so much spare capacity in the underfloor holds of wide-bodied passenger aircraft that the new generation of "combi" airliners where passengers and freight are carried on the main deck, and on board all-freight aircraft like the Boeing 747F and the DC-8F, that rates have been pushed down so low as to make under-the-counter cuts unrealistic.

According to Peter Campbell, marketing manager of MSAS, one of the world's biggest air-freight forwarders, handling 800,000 shipments and 55,000 tons of freight in an average year, the North Atlantic experienced a 5 per cent market decline in the first quarter of 1983 compared with the same period, last year. Westbound freight traffic was growing, while eastbound declined because of a strong dollar against a weak pound. The resulting falling-off of American exports meant that eastbound flights were operating with a "significant overcapacity" of cargo space.

In an attempt to solve this problem, the airlines have reduced their capacity on the North Atlantic, and some have stood down their all-freight aircraft. British Airways sold its fleet of this type, reducing its total cargo capacity by 15 per cent at a stroke, and Pan American recently completed the phasing-out of its

747F fleet when it sold its last freighter to Japan Air Lines for £27m. Specialist airlines such as Flying Tigers of the United States, with more than 30 all-freight airliners, continue to ply this blue-ribbon, but uneconomic route, making its profits on other sections of its world network such as the Pacific basin, where higher cargo rates are holding firm.

Derogation in the United States, the policy introduced by President Carter under which airlines could fly virtually where, and at what fares they liked, has worsened the over-capacity problem on the North Atlantic. The policy has recently spread to Britain, where the Civil Aviation Authority is now taking a more liberal line on the licensing of air routes than in the past, although it has made no great impact so far in Europe.

As a result of all these trends, air freight is today the biggest bargain for the customer than it has ever been, with some rates lower than they were 20 years ago. In 1960, for instance, the general rate for shipments of 45kg and more between Frankfurt and New York was DM 13.40 per kilo, and is DM 13.20 today. Special bulk rates in 1960 worked out at DM 5.10 per kilo, and are DM 3.20 today, and with a 1,000 ton annual contract can drop to DM 2 and even lower.

A break from fixed tariffs

In such a competitive environment with, on the North Atlantic, as many as 40 airlines chasing the limited amount of freight which is available from Europe to the United States and *vice versa*, aggressive and innovative strategies and pricings have emerged among this sector of the airline industry, which has never been noted for its reticence in the market place.

Many of the world's aviation areas have now broken away from the traditional idea that tariffs should be fixed by IATA, and then reviewed only on an annual basis, or at even longer intervals. Instead, airlines now go to governments with their "instant" rate proposals, expecting, and often obtaining, rubber-stamp authority. In this buyer's market, short-term experimental offers are commonplace, and there is a growing list of specific commodity and freight-all-kinds (FAK) rates tied in to speed and quality of service, all of which tax the knowledge of even the most expert agent, shipper, forwarder and consolidator.

Door-to-door has always been the boast of the air-cargo business, but now this service is being

extended to "desk-to-desk", with a rising tide of small-parcel and courier services. Even the man in the street can play, with the ability to walk into any of the larger post offices in Britain with a packet of computer print-outs, or similar documents, and by using datapost - for a not-inconsiderable sum - expect it to be in the office of a colleague or a customer 3,000 miles away in the United States the following day.

British Airways will accept small parcels for delivery to major provincial centres in Britain at its shuttle check-in counters, and is only prevented from expanding the service to European cities by the inevitable problems posed by customs clearances.

British Airways, which in the 1982-83 financial year carried 161,000 tons of cargo on its passenger aircraft, has also had considerable success in recent months with a "guaranteed exports" scheme in which the airline promises shippers their money back if their goods miss the flights on which they are booked to North America, Hong Kong and South Africa.

BA and all other world airlines are constantly exploring new markets, and are prepared to manufacture competitive new tariffs once they are found. Currently, exotic fruits and vegetables are providing the industry with a growing proportion of their carryings (in BA's case it amounts to 18 per cent of all cargo) as the diet fad spreads through the Western world, and immigrants from Third-World countries demand the familiar foods of their homelands.

The shipping of greengrocery, flowers, chilled meats, animals on the hoof for breeding or for food, has now become routine, but the problem for the air-freight marketers remains to convince shippers that the service which they offer should be an everyday one for other classifications of goods, and not only used in exceptional cases.

Because of rapidly-rising costs of aerospace production, countries all over the world are joining together to develop and produce new aircraft types. Britain, France, West Germany, Belgium, Spain and Holland are linked in the production of the A300 and A310 European airbuses, while Spain and Indonesia, France and Italy and Sweden and the United States are each collaborating on new types of commuter airliners.

All require rapid freight links with their partners, and the cargo-carrying airlines are coming into their own with what they hope will be a lucrative and long-term new form of business.

AR



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بريدكزا من زلاصل

NEW TECHNOLOGY

The air-road battle to get there quicker

Greater use of technology - notably in the field of computerised documentation processing - holds the key to continuing development of the international air cargo industry.

Now many of the traditional advantages inherent in air freight are being increasingly eroded by competition from road transport, particularly in short-haul cargo sectors.

Even urgent freight moving between the UK and the Continent now tends to be transported by road which can offer a faster overall door-to-door transit time than air, as well as lower rates.

The major problem for the air cargo industry is the time freight spends sitting on the ground both before and after actually flying. A recent report by IATA (International Air Transport Association), for instance, revealed that overall air freight spends 92 per cent of its total transportation period on the ground and only 22 per cent of the same period actually in motion.

Much of this waiting time results from delays in customs, documentation clearance. To counter this, airport authorities, airlines, freight forwarders and customs have been steadily developing improved computerised documentation processing systems.

The world leader is almost certainly the ACP80 (Air Cargo Processing in the 80s) system at London's Heathrow and Gatwick airports and recently extended to take in Manchester. Basically, it

helps streamline imports clearance through customs, speed the despatch of exports and enables users to keep track of consignments from their own premises.

Developed jointly by London's air cargo community and the National Data Processing Service, the commercial computing arm of British Telecom, ACP80 was implemented in London towards the end of 1981. It effectively replaced the successful LACES (London Airport Cargo Electronic Data Processing Scheme) system which had handled imports clearance at Heathrow since 1971 and Gatwick from 1979.

At the heart of the new system is the ACP80 bureau, run on ICL computers at British Telecom's major computer centre in Harmondsworth. The bureau is operated by NDPS and its tasks include:

- Handling inventory control of imports and exports for 35 airlines and transit shed operators
- Providing a link to the internal computer systems operated by six of the world's major airlines (British Airways, Transworld Airlines, Pan American, KLM, Alitalia and Flying Tigers)
- Allowing airlines and agents to report export consignments to HM Customs and Excise
- Providing access to DEPS (Customs Departmental Entry Processing System)
- Generating export and import figures for inclusion in national trade statistics
- Customs, agents and the airlines and cargo shed operators served by the bureau

gain access to ACP80 computers through terminals in their offices. These visual display units have high speed printers attached which reproduce computer information on paper as required.

ACP80 uses British Telecom's packet switched data service (PSS) in which data is sent electronically in separate small blocks or packages, a system said to be simpler and more efficient than sending information in one long stream.

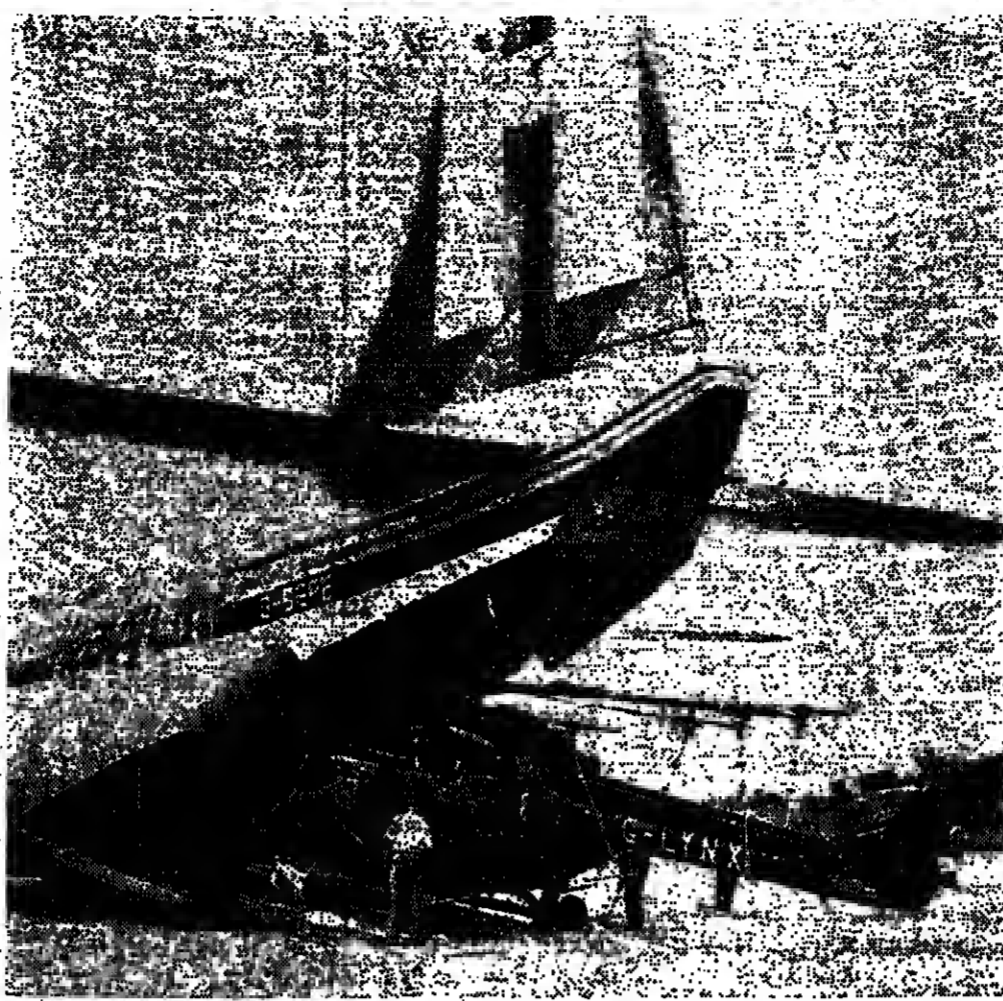
"This makes it possible for the ACP80 computers to 'talk' easily and quickly with the base computers of the six major airlines.

The present contract term for ACP80 with NDPS runs to September 1986, with an option for another five years.

Among the possibilities are developments which would allow freight forwarders to interface their own in-house computers with ACP80.

Perhaps more likely is the development of ACP80-type systems at other airports around the world. The United States, Hong Kong and a number of other countries have shown considerable interest in the concept.

While ACP80 is the single most important recent development in the field of air cargo computerisation, it has spread through many other areas of the industry's operations. Numerous freight forwarders and airlines have established or are in the process of establishing their own in-house systems.



Leading international freight forwarder McGregor, Sea & Air Services (MSAS), for instance, has developed a computerised document production system called UNITEL which in addition to producing documents from freight booking forms and house airwaybills through to customs documentation and cargo reservation systems under a variety of different names. Air Canada, for

instance, has ACCESS (Air Canada Cargo Enquiry System and Service) to give shippers and agents a fast response to enquiries and bookings, while the Hong Kong-based airline Cathay Pacific recently announced it is to press ahead with the development of a fully computerised cargo system to be known as CLIBC (Cathay Univac Booking and Information for Cargo).

Nothing too large: a Westland Lynx helicopter is 'swallowed' by a Short Belfast freighter at Stansted

Computerisation apart, the air cargo industry has also been using modern technology to improve loading and transportation procedures.

The Boeing aircraft manufacturing company, for example, plans to introduce a system called the Belt Transport Loader (BTL) into the operation of B757 standard body aircraft by 1984.

The system will be an extension of current belt loaders in common use and is designed to speed cargo loading and reduce the manpower required - Boeing claims it should allow 12,000 lbs of cargo to be loaded by one man in eight minutes.

Basically, the system will comprise five elements - the unit load, ground transport, the belt loader itself, an on-board belt conveyor and a control system.

The unit loads involved will take a number of forms suitable for automatic loading, including standard industrial pallets on a 40-inch x 48-inch or 45-inch x 45-inch base; intermodal modules on a 45-inch x 58-inch base; and various air cargo containers.

Airlines have also been looking at ways of developing unit load technology to boost air cargo traffic. In this context, British Airways has recently been looking at the idea of introducing "winged" pallets on its wide-bodied aircraft such as B747s and TriStars, a concept already in use with the Israeli national carrier El Al.

Winged pallets are basically normal pallets which have had two of their sides let out on hinges to increase their capacity by up to 20 per cent. Since cube rather than weight tends to be the

limiting factor as far as cargo loads on passenger aircraft are concerned, such an increase in capacity could be quite significant in revenue terms.

Other airlines have been looking at the development of special containers to cater for specific traffic. The world's largest all-cargo carrier Flying Tigers, for example, now has a fleet of specials known as GOH (Garment on Hangers) containers to carry consignments from major fashion design centres around the world. The same airline has also recently introduced a new type of in-flight horse stall which can be converted into a standard air freight container in five minutes.

"By sliding out or folding back hinged panels, the 'AirStable' can be changed into an ordinary freight container, capable of carrying general cargo, allowing the airline to use the equipment to carry a full revenue load of freight when not being used to transport bloodstock," said a Flying Tigers spokesman.

Still on the subject of containers andULDs (unit load devices), British Aerospace earlier this year launched a new multi-million pound container examination system (CES) designed to allow customs authorities to examine such units without unloading/unpacking or causing damage.

The examination is by means of X-rays and spectrographic gas analysis in a purpose-built facility. The X-rays show the contents for viewing on closed circuit television while an air sample is taken for spectrographic analysis which would reveal any contraband such as alcohol, drugs or explosives.

If introduced on a large scale, the CES operation could speed up the handling and clearance of containers.

Phillip Hastings

CARGO CENTRES

Keeping track of the goods

Old hands at British Airways who were around in the late 1960s when BEA and BOAC, now incorporated into BA, opened automated air freight centres at London's Heathrow airport, still recall with alarm the days when customers pounded the counters and demanded consignments which had apparently been swallowed by the computer for ever. Angry scenes which developed were being repeated throughout the industry at that time as airlines attempted to go too far too fast with automation, envisaging the day when machines would take over from people.

The lesson was quickly learned, although at vast expense, that air freight with its peculiar all sizes and awkward shapes, its high and low priorities, and its often highly-perishable nature, does not lend itself naturally to automatic handling.

Soon, much of the expensive stacking and storing machinery was being taken out to be replaced by muscle power, and a visit to the British Airways cargo centre at Heathrow today will quickly establish that one of the most important pieces of equipment for shifting air freight about the place is the forklift truck - although computers give the forklift their instructions, and the loading of containers is automated.

This opened in early 1982 after six years of planning, followed by three and a half years of building, and although not without its initial snags, now handles with a high degree of automation some 400,000 tons of freight annually.

Some airlines have persevered to make automatic cargo handling work, one of the foremost being the West German carrier Lufthansa which, however, waited until it saw the lessons learned by others before investing the equivalent of £60m in the development of a new cargo centre at Frankfurt international airport.

Two computers lie at the heart of the Lufthansa terminal, one of the existing main terminal of the airline, which accomplishes all the paper work of planning air cargo, and a second, installed specially to bring forward the goods which are stored in the warehouse. These are stored in hundreds of small trucks which run about the shed, at the command of the computer, on tracks at ceiling level. When not required, the trucks with their loads are stored in a five-storey high stacking area from which they are automatically retrieved by one of ten ETVs elevating transfer vehicles.

Lufthansa engineers designed the freight centre, and in doing so planned for things to go wrong. Each ETV, although commanded by computer, has a cab for a driver, while each of the small trucks, as well as having a "magic" code on its side which can be read by computer, also has a number which can be read by the human eye if the automatic system breaks down.

But while some airlines, like BA, rely on the forklift and others like Lufthansa, rely on robotics to move freight on the ground,

almost all of them agree that a high degree of computerisation is vital to document it, marshal it, and to keep track of it across the world's air routes.

KLM, the Dutch airline, uses a system called Cargoal, based on a concept developed by the Italian national airline, Alitalia, and now used by a number of carriers all over the world. Data on shipments and flights is entered directly into a central memory bank, which then produces all the necessary shipping documents and manifests, and indicates when each piece of freight should be brought forward from store ready for loading on to the aircraft.

Some 60 KLM stations all over the world are linked into Cargoal at Amsterdam so that instant freight space reservations can be made from thousands of miles away through the tapping of a few keys on a visual display unit.

Cargoal truly comes into its own in Holland, where the export of flowers and plants by air is big business. KLM has a cargo office in the flower auction building in Aalsmeer, and the containers and pallets destined for the aircraft are loaded there before being taken to Schiphol airport by truck.

The computer is given information about the contents of each container, which it then flashes to each destination airport, so that there is no delay in local distribution.

Airlines and the customs authorities at Heathrow claim that their computerised systems are even more efficient than that of the Dutch, and British Airways is currently seeking to sell parts of its system, now connected to 79 of its 132 stations world-wide, to other airlines through the International Air Transport Association.

Airlines and cargo agents at Heathrow are on a community computer, and this reports each landing of cargo to customs and excise, whose own computerised system, ACP80 can be queried for time of clearance and other essential information.

Now, most goods at Heathrow are cleared through customs within hours. Not many years ago, the "dwell time" awaiting official clearance could be anything up to five days.

The advantages of such expeditious handling are many. They include making London more popular as a European transshipment port, so adding to Britain's invisible earnings and to the airline's revenues, keeping British industry moving without delays while parts or materials are awaited and reducing the amount of space at the airport required by the airlines and their agents for storing goods.

Heathrow handles around half a million tons of freight each year, while Gatwick, the second London airport, deals with 125,000 tons. It would seem sensible, therefore, to transfer some of this traffic, but in spite of its overcrowded nature - Heathrow remains the honey-pot for the world's airlines.

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RUGBY UNION

England's wooden spoon can feed fires of revival

By David Hande, Rugby Correspondent

Let us assume, for administrative convenience as it were, that 1983-84 will be a normal season; that Englishmen will do championship battles with Welshmen, Scots and Irishmen, that the French will add their quota of savoir faire and that the disparate talents of Zimbabwean, Canadian, Japanese and New Zealander will add a novelty of approach from which all may benefit.

We will ignore the possibility of a professional tournament for the present. But we cannot ignore the fact that, during the summer, there has been a disappointing tour by the British Lions. In good years the Lions can set a pattern for the home countries in follow: the 1971 team gave us overseas play and increased our awareness of forward technicalities. The 1974 Lions built on that forward base, added supremacy at half back and a ruthlessness not previously associated with British sides.

The last three tours have given us nothing and 1983 could not even produce the hard-luck stories of 1977 and 1980. It is therefore incumbent upon home countries to give an indication during the coming season that they are prepared to learn from the virtues manifested by New Zealand this summer, virtues primarily of planning.

The structure of the game in Ireland and Scotland is under review in any case; geography has always been the greatest ally of the Welsh, though they have seldom seen a complete team from the rest of the British Isles. England, which has the greatest playing strength and so, potentially, the best side?

The point was made to me shortly after the 1983 Lions tour ended that

anyone looking for the best backs in Britain and Ireland would probably not make for Oxford University, Oriel, Instonia, Dolphin, Kelso, Old Belvedere and Jed-Forest. Those are the clubs who - so discreetly intended - provided the backs in the second international against New Zealand in Wellington last June. If I were looking for exciting back play, even in these far from halcyon days, I would take myself to Llanelli, Swansea or Cardiff, Bath or Bristol or Leicester. You cannot expect backs who play in the second international against New Zealand to be the best of British rugby suddenly to become a match for the world's best, even during the course of a tour.

After the disappointments of last season, when they finished as wooden spoons, they can hardly go anywhere but up. They have a new selection panel, a new coach and will be looking at new players. Whether they will be able to advance as far as they should against a system which rates the county championship higher than either a divisional championship or a club league is problematical, but a season which contained a hugely successful John Player Cup final and at under-23, clubs, under-18 and under-16 schools levels suggests that not all is sacking and hanging out. The visit of the New Zealanders even gives the divisions first-rate opposition against whom to range themselves.

At least Richard Greenwood, England's coach, has the advantage of the 1980 grand slam hanging over him. It took England several tortuous years to manufacture the 1980 side and Mike Davis inherited it in his first season as coach - which, in a sense, was his misfortune because, having started his senior coaching career thus, he could only go downhill thereafter.

Greenwood, too, can probably sympathize with the puzzlement expressed by senior England players last season when they saw Michael Slemmen dropped from the left wing with no ready-made replacement available and then found the selectors prepared to execute a smart about-turn by dropping both half backs in mid-season. During the summer, Greenwood toured the four English counties, introducing himself to players and stressing the need for greater fitness from international aspirants. He is also, as the under-23 squad have discovered over the last three years, keen to leave decision-making in the hands of the players. It is to be hoped that his fellow selectors will recognize that the coach is the man in overall charge of preparations for championship games and that they will give him the players he wants.

It is in matters of selection that the All Blacks excel. Their playing structure all the way down insists that they should. A New Zealand player will be involved in some 28 games for his club during the season, of which all but a handful are league games. The better players will receive additional coaching at provincial level and will be watched in Rugby Shield games, as junior All Blacks, in Maori representative teams and in trials before winning their All Black cap.

Some players in Britain, particularly in England and Wales, are expected still to play between 45 and 50 games for their clubs, or if not for their clubs, for their county, area or county, plus the odd exhibition game or charity seven to bump up

the total. This is nothing new. The Malloy Report expressed the hope 10 years ago that playing commitments could be decreased. So much for progress.

Nevertheless, and despite the deficiencies of the game's structure in England, the talent exists for a revival. Wales, you may be sure, would build on past success by new look side, buoyed up by the knowledge that it was three Welshmen who would have been key figures for the former glories. In that respect it is pertinent that four of England's six technical administrators were backs.

Ireland will be coached by Bill MacRae, and Paul Barber, one of the mainstays in defence, for whom this is a last chance of going to the Olympic Games (Sydney Frisken writes). They were in the 1980 team which withdrew from the Moscow Olympics in protest against the Soviet Union's involvement in Afghanistan.

Both players, along with Norman Hughes, the England captain, have travelled a long and arduous road to fulfil their ambition of playing in the games. They next have to make the final squad of 16, which will play in the 10-Nation invitation tournament in Hongkong from December 8 to 18, in the hope of impressing the international authorities.

The first of four training weekends at Bishop's Abbey from September 30 to October 2.



Greenwood stressed fitness

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The first of four training weekends at Bishop's Abbey from September 30 to October 2.

ROWING

Low morale could hinder the British

From Jim Ballies, Duisburg, West Germany

Four of the 12 British crews in the world championships remain to contest the semi-final rounds today on the Wedau course here. The morale in the British team is far from high, but the problems should have been resolved at home before competitors were faced with the rigours of international rowing. A finalist could provide inspiration before next year's Olympic Games, but Britain will be hard pressed to produce one.

The single sculler, Beryl Mitchell, meets the Soviet Union's world champion, Nina Fetisova, and the talented East German youngster, Jutta Hamppe. Miss Mitchell will be forgiven an anxious glance at Virginia Gilder, of the United States, on the inside lane.

The men's heavyweight coxed four will hardly complain about their draw, which brings them into conflict with Italy, Bulgaria, the Soviet Union, Hungary and West Germany. In the first semi-final, the British crew will face the East German and the United States should bring the course alive.

The British men's lightweight coxless four meet three nations who contested their final, the United States, Spain and the Republic of Ireland. The lightweight sculler, John Melvin, faces Raimund Habert, the Austrian in search of his third world title.

FOOTBALL

FRENCH LEAGUE: 1. Auxerre 2; 2. Troyes 1; 3. Metz 1; 4. Valenciennes 1; 5. Amiens 1; 6. Sedan 1; 7. Reims 1; 8. Lille 1; 9. Nancy 1; 10. Nîmes 1; 11. Montpellier 1; 12. Clermont 1; 13. Bourges 1; 14. Caen 1; 15. Evry 1; 16. Angers 1; 17. Auxerre 1; 18. Troyes 1; 19. Metz 1; 20. Valenciennes 1; 21. Amiens 1; 22. Sedan 1; 23. Reims 1; 24. Lille 1; 25. Nancy 1; 26. Nîmes 1; 27. Montpellier 1; 28. Bourges 1; 29. Caen 1; 30. Evry 1; 31. Angers 1; 32. Auxerre 1; 33. Troyes 1; 34. Metz 1; 35. Valenciennes 1; 36. Amiens 1; 37. Sedan 1; 38. Reims 1; 39. Lille 1; 40. Nancy 1; 41. Nîmes 1; 42. Montpellier 1; 43. Bourges 1; 44. Caen 1; 45. Evry 1; 46. Angers 1; 47. Auxerre 1; 48. Troyes 1; 49. Metz 1; 50. Valenciennes 1; 51. Amiens 1; 52. Sedan 1; 53. Reims 1; 54. Lille 1; 55. Nancy 1; 56. Nîmes 1; 57. Montpellier 1; 58. Bourges 1; 59. Caen 1; 60. Evry 1; 61. Angers 1; 62. Auxerre 1; 63. Troyes 1; 64. Metz 1; 65. Valenciennes 1; 66. Amiens 1; 67. Sedan 1; 68. Reims 1; 69. Lille 1; 70. 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CRICKET: ACFIELD SUCCEEDS IN MARATHON BUT MIDDLESEX KEEP UP PURSUIT

With swing and spin, Essex have the measure of their opponents

By John Woodcock, Cricket Correspondent

OLD TRAFFORD: Lancashire, with one second-innings wicket in hand, are 85 runs ahead of Essex...

two-day victory. With the extra half-hour to be taken into account, this is possible until around 5.45.

As they should, being prospective champions, Essex are benefiting in this match from the choice of a balanced attack. On Wednesday they bowled Lancashire out with swing yesterday, they went most of the way towards doing it again today with spin. Today, weather permitting, Essex should win comfortably.

Having been given 43 of the 46 overs which Essex bowled on the first day, Phillip and Lever now had only 18 between them. Acfield bowled 43, in which he took six for 89, and Ray East 29.

Little more the pitch began with it less level. Even so, there were times when it looked as though East and Acfield might bring Essex...

Scoreboard

Table with columns for Lancashire and Essex players, runs, wickets, and bowling figures.

Getting declares his bold intention

By Richard Streeton

HEADINGLEY: Yorkshire, with five second-innings wickets in hand, lead Middlesex by 224 runs...

Afterwards, a promising spell by Stuart Fletcher, a 17-year-old fast-medium bowler making his debut, brought him the wickets of Radley and Tomlins...

By then Getting had already started to mope out punishment to Dennis, who was hit for a spate of fours off the back foot on both sides of the wicket...

Embury was first out of the starting gates with a pulled four and six against Illingworth...

The future of Boycott and Illingworth at Yorkshire will be settled by the club's general meeting on October 31...

The request for an immediate meeting came from Sir Frank Doncaster district committee members...

being made by Essex at Old Trafford must have tempted Middlesex, who also had the loss of 30 minutes at the start after overnight thunderstorms...

Getting's hundred was all the more commendable because at the time of the Yorkshire match, Yorkshire bowlers were not far from taking charge...

Underwood, whose first 10 overs cost 53 runs, reaped the benefit of it, especially off Underwood. Tolchard got plenty of exercise scuffling down the pitch to Johnson...

Davidson, in his last home match before retiring to Tasmania, was sadly not long on view. His departure was the prelude to a collapse over more overs than Kent's had been on Wednesday.

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Five-hour fairy-tale for a poor millionaire

By John Hennessey, Golf Correspondent

It is a common experience for a little-known player to take the lead at the start of a professional golf tournament, but we have rarely if ever seen one such as Craig Francis...

Francis's golf seems almost peripheral to his destiny background, but was a thoroughly impressive performance. Two of the past three defeated him and he had no business behind a refreshment tent that dominates the tenth green...

The other curiosity of the day, of a considerably more grizzly nature, was provided by Philip Walton, an Irish newcomer to professional golf from the Walker Cup ranks...

Francis is a modest fellow and he answers a suggestion that he must be a millionaire with the reply: 'Perhaps a poor millionaire'.

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David East: a well constructed 61

to do so, and defended soundly. He was out just before tea, driving a return catch to East, and Simon's fall just after caught at backward short leg off a ball that turned.

Keith Tomlin has been awarded his cap by Middlesex. Tomlin, aged 25, made his debut for the county in 1977.

eight previous championship innings were worth only 54 runs. Near the end of his marathon, Acfield bowled Stanworth and then Wicket-protector, leaving only one more wicket for Essex to take today.

LEICESTER: Kent, with eight second-innings wickets in hand, are five runs behind Leicestershire.

The Fox led in the pavilion at Leicester, in addition to one of the best collections of cricket ties and caps anywhere, and the quota of 100 runs was expected in a batting county, many fascinating photographs for example Leicestershire against the Australians at Grace Road in 1942, including the highly monarchical Woodcock, and the Fiji team in 1948.

He and Balderson went on to 139 and they had done so in even time. Balderson was left before to Woolmer, who was in for 112 and Leicestershire went in for 246 for four. The run came out for the first time but far from doing Woolmer any good he had to pull up painfully in mid-delivery and be carried off.

England, who were in an advantageous position overnight, wasted it through batting sloppily. In each of the matches they have not been able to put a potential lead into a series of runs.

That the match is continuing today is due almost entirely to the fact that the rain fell finally to such an extent that the Nottinghamshire spinner, who finished with seven for 72. This was fine bowling, for there was minimal help from the pitch.

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Foxed by a wily Balderson

By Alan Ross

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Ballesteros wins battle

Severano Ballesteros has won another victory, this time a resounding triumph over the United States Professional Golfers Association, without striking a ball.

Under the regulations, Nick Faldo, an international member of the American PGA, was able to play in only his own country without special release from the American tour. Faldo has a record for more match opportunities during the course of a season, whereas only three fall to Ballesteros - the Madrid Open at the start of the season, the Spanish Open and the Seve tournament at its tail.

The new rules allow an international player to compete on his "home" tour. They have meant that released in the United States, which brings Spain within the embrace of the British PGA's European Tour.

The official press release makes no mention of Ballesteros and gives as an example of the present anomaly a reference to a player from Germany, who would have only one home tournament. They would have in mind Bernhard Langer, of course, but that is more in the nature of a footnote to the main story. Ballesteros has made several disastrous appearances in the United States.

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Carase breaks through

By Peter Mansel

NORTHAMPTONSHIRE: Jim Carase heaped further embarrassment on Glamorgan at Cardiff yesterday, when he scored 144 runs without conceding a wicket.

Carase finished with five for 43, after striking four times in eight balls, with six bowlers and set his fields carefully to encourage fast scoring.

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Determined Australians delayed by Fairbrother

By Ivo Tossant

CHELMSFORD: England Young Cricketers with two wickets in hand, are 155 runs ahead of Australia Young Cricketers.

At some stage today Australia should achieve their third victory in this three-match series. There will be no whingeing from the Poms should this occur. Australia, as they showed again yesterday, are the better side in application and execution.

England, who were in an advantageous position overnight, wasted it through batting sloppily. In each of the matches they have not been able to put a potential lead into a series of runs.

That the match is continuing today is due almost entirely to the fact that the rain fell finally to such an extent that the Nottinghamshire spinner, who finished with seven for 72. This was fine bowling, for there was minimal help from the pitch.

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BBs are well balanced

BBs beat Stilleman 8-3 in a League A match in the European Championship, which opened at the Royal Windsor Golf Club yesterday. With Livingston's first-month finding Stilleman flags three times and West one, the BBs, a well-balanced and cohesive team, were leading 4-1 by the end of the first half.

At the start of the second the Stilleman back, Hanlon, crashed into a goalpost. His position was filled by Iord Tyrone. The BBs, nicely pivoted on a seven-goal Kemp, had no difficulty in maintaining their lead.

In League B Piggat Ranghili defeated Knightsbridge 15-5. The winners aggregated the maximum 15-goal team handicap while the losers totalled only nine. Forbes, Cockerill and Graham had just returned from their regiment in Germany to take their place in the Knightsbridge team.

In another League A match Macclesfield beat Newlands 5-3 and last evening Los Locos beat Laurent Perrier 5-4.

BBs: 1, C Hopp (1); 2, S Livingston-Lambert (6); 3, A Kemp (6); 4, P West (6); 5, P Hogg (6); 6, P Hogg (6); 7, C Hogg (6); 8, P Hogg (6); 9, P Hogg (6); 10, P Hogg (6); 11, P Hogg (6); 12, P Hogg (6); 13, P Hogg (6); 14, P Hogg (6); 15, P Hogg (6).

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OTHER SCOREBOARDS

Glam v Northants: Glamorgan 144, Northants 163.

Close's XI v NZ: Close's XI 114, NZ 11

Car Buyer's Guide

Motoring by Clifford Webb

Uno measures up to official claims

A growing number of motor industry executives are now prepared to admit that official consumption figures are a bit of a farce. Although the test standards are set by the Department of Transport, they are actually obtained on the manufacturers' indoor "rolling road". A combination of a well-tuned driver and a selected power unit ensure that the resulting miles per gallon are infinitely better than are achieved in real artificial conditions.

Because all manufacturers use the same tactics, the results do at least mean that some sort of comparison can be made and, for that reason, are worth recording. Thus it is a red letter day when a motoring journalist finds a car that reproduces laboratory figures on the road.

Most readers will be aware that Fiat is making a big effort to restore its image with a whole new range of cars. The most important by far is the Uno. The replacement for the most successful 127.

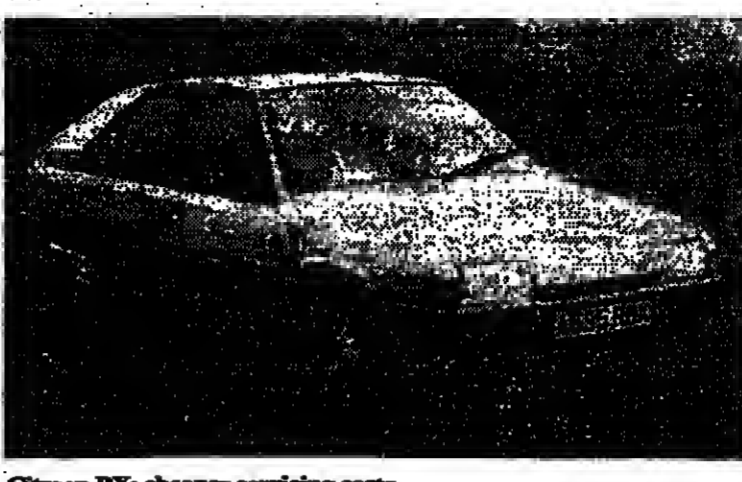
The Uno 45 Super ES is the almost obligatory entry-level version with specially adapted 900cc engine and wide ratio five-speed gearbox.

The day I took delivery of the 45 ES coincided with a hurried change of plans requiring two fast journeys, one by minor roads travelling west to east with lots of congested town traffic and the other almost entirely by motorway. At no time was I attempting to squeeze a few more miles per gallon. On the contrary I pushed the long-legged little car very hard whenever conditions permitted.

It is easy to imagine my surprise when the consumption for 580 miles

of this sort of punishment worked out at approximately 50 miles per gallon. Brim to brim tank tests are not totally accurate, but they are a deal more indicative of true consumption than so-called official figures.

As for the rest of the car's capabilities, I found it to be reasonably flexible despite its very high gearing and the compression ratio raised to 9.7:1. This ability to cope with an engine and transmission combination which is frequently frustrating is almost certainly due to the car's very light construction. The three-door version used on the 45 ES weighs only 1,343 lb.



Citroen BX: cheaper servicing costs

Vital statistics:
Model: Fiat Uno 45 Super ES
Price: £3,990
Engine: 900cc four cylinder
Official consumption: urban 44.1 mpg, 58 mph 65.7 mpg and 75 mph 48.7 mpg
Performance: maximum speed 87 mph (fourth gear), 0-62 mph 17.5 seconds
Length: 11ft 11 1/2 ins
Insurance: group one

panels and hence also the number of welds compared with the 127. This makes for faster cheaper production by robots, but also poses a problem of bigger sheets of metal giving a tinny sound to door and tailgate closure. The Uno is a real offender here and would benefit from the addition of

models, that should not be difficult to do. But Citroen goes further and makes direct cost comparisons with Ford's Sierra and B.L.'s Maestro.

It quotes servicing times which are almost half those of Sierra and marginally better than the Maestro's. It also lists 16 most used part prices which, it claims, show that BX part prices are very competitive.

Citroen's Challenge:

The Citroen BX is the most significant new model to come from the factory of beautifully engineered but complicated cars since it was acquired by Peugeot. At the time of its launch in France nearly a year ago, great play was made of the BX's role as the first Citroen designed for easy production and to the specific requirements of the salesman.

All this points to one thing: Citroen at long last believes it has a car cheap enough to appeal to company and fleet buyers. If that is so, it could transform Citroen's image in this country and increase its market share of 1.6 per cent to well over 2 per cent. About 5000 BX's are estimated to be in the next three months.

I saw recently a most impressive demonstration of the detailed improvements made to facilitate quick cheap maintenance. Armed only with a small pocket screwdriver which was used mainly to release hidden spring clips, a salesman stripped the whole of the fascia, removed the headlamps and tail clusters and other parts too numerous to list here. And all in minutes. It seemed that everything removable had been designed on a modular basis rather like a set of Leggo building bricks.

Not to be outdone by their apparent detouring, the car all powerful engineers pointed to the most extensive use of plastics yet seen in any mass-produced car. The bonnet, tailgate, fuel tank, wheel arch mouldings, roof panel-gutters, bumpers, headlamps and sideights are all made from combinations of plastic and reinforced fibre.

The removal of exterior fittings is so easy that there is already concern about the possible effect of DIY enthusiasts making late-night raids on BX's parked in the street.

Five versions are being imported with two engine sizes; the 1360cc unit already in use in other Peugeot and Talbot models, and a brand new light alloy 1580cc engine. Prices start at £4,790 rising to £6,100 for the top-of-the-range BX 16TRs.

of the many excellent sound deadening kits on the market.

Another bonus point in the recent spell of fine weather is the lack of excessive wind noise with the driver's window open. This is one of the lesser known spinoffs from the increasing emphasis on clean smooth designs to improve aerodynamics and fuel consumption.

At the same time Fiat has reduced by 35 per cent the number of body

The Fiat Uno 45ES: flexible with good consumption

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At the same time Fiat has reduced by 35 per cent the number of body

Jaguar Daimler

TUDOR

28-30 Upper High St, Epsom, Surrey

JAGUAR

17 XJ6 4.2 Sapphire/ivory 8,000 miles	£13,950
17 XJ6 4.2 Silver/black 8,000 miles	£13,950
17 XJ6 4.2 White/blue sunroof 10,000 miles	£13,450
17 XJ12 HE Silver/blue air con sunroof	£12,950
17 XJ6 3.4 Cobalt/black 8,000 miles	£12,450
17 XJ6 3.4 Sapphire/black 7,000 miles	£12,450
17 XJ6 4.2 Silver/blue sunroof 16,000 miles	£11,950
17 XJ6 4.2 Chestnut/black 11,000 miles	£11,950
17 XJ6 4.2 Silver/burgundy 18,000 miles	£11,950
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17 XJ6 4.2 Chestnut/black	£9,950
17 XJ6 4.2 White/black alloy	£9,950
17 XJ6 4.2 Cobalt blue/white hide	£9,950
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17 XJ6 4.2 Coupe, white/black hide	£2,950

DAIMLER

81 4.2 Vanden Plas, motorcade/olive 17,000 miles	£19,950
78 56 Coupe convertible red/black air conditioning chrome wire wheels, beautiful example	£10,000
80 W86 Sapphire/baize 32,000 miles	£7,950
78 W86 Damon/baize air con	£7,950
80 4.2 White/burgundy, air con	£6,950
78 4.2 Regency red/black, sunroof	£3,950
78 4.2 Coupe, old english white/red hide	£3,950

XJS

82 Y XJS HE Chestnut/black 15,000 miles	£18,450
82 XJS HE Silver/black 18,000 miles	£18,450
82 XJS HE Silver/black 20,000 miles	£18,450
81 XJS HE Rhodium silver/black hide	£13,950
81 XJS Brown/black velvet	£11,950
81 XJS Cotswold yellow/red hide	£10,950
80 W XJS Cotswold yellow/black hide	£10,950
80 XJS Red/black leather	£10,950
80 XJS Black/black hide, HE wheels	£9,950
79 W XJS Sebring red/black hide, sunroof	£9,950
79 XJS Red/black 26,000 miles	£9,950
78 XJS Midnight blue/black velvet	£9,950
77 XJS Cobalt/ivory	£5,950
76 XJS Cobalt blue/ivory hide	£4,950

All cars covered by 12 months parts & labour warranty, FX welcomed. Various finance facilities available. Phone Epsom (STD 03727) 41220. Open daily including Sundays until 7 p.m.

JAGUAR XJS 12HE
November '81 Sapphire Blue, Cruise control, 23,000 miles.
£14,750
Tel: 01-237 3515 (R. Prime)
Available by end September

1971 E-Type JAGUAR
2+2 Coupé in immaculate condition. 12 months MOT. Red exterior Black interior.
£5,950
Tel: 0957 774617

1968 E-TYPE JAGUAR
Negotiable for sale. Genuine 58,000 miles, F.R.C. 4.2 Litre, metallic blue, 12 months M.O.T. Excellent condition, many extras.
£4,995
Tel: (06927) 517

TYPE JAGUAR ROADSTER
1971, 12 months MOT, 23,000 miles, 4.2 litre, 1200 cc, 1200 cc, 1200 cc.
Tel: 0278 785225

SAAB PICCADILLY
SPECIAL SALE OF SAAB PICCADILLY
Y Reg Management Cars
1983 V Reg 99 GL 2 door, 5 speed, manual, 12 months MOT, 23,000 miles, 1200 cc, 1200 cc, 1200 cc.
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Split roof, 5 litre V6 manual, 12 months MOT, 23,000 miles, 1200 cc, 1200 cc, 1200 cc.
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LOTUS ELITE 501 AUTO
1979 (T) gold, genuine 21,000 miles, electric mirror, air con, 12 months MOT, 23,000 miles, 1200 cc, 1200 cc, 1200 cc.
Tel: 02525 343

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CX 2.0i, 1979, burgundy, 12 months MOT, 23,000 miles, 1200 cc, 1200 cc, 1200 cc.
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Motored prices for clients without prior cash payment.
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SAAB 99 TURBO
1980 V registration, black, sunroof, 21,000 miles, air con, 12 months MOT, 23,000 miles, 1200 cc, 1200 cc, 1200 cc.
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Negotiable for sale. Genuine 58,000 miles, F.R.C. 4.2 Litre, metallic blue, 12 months M.O.T. Excellent condition, many extras.
£4,995
Tel: (06927) 517

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1971, 12 months MOT, 23,000 miles, 4.2 litre, 1200 cc, 1200 cc, 1200 cc.
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SAAB 99 TURBO
1980 V registration, black, sunroof, 21,000 miles, air con, 12 months MOT, 23,000 miles, 1200 cc, 1200 cc, 1200 cc.
Tel: 0203 612913

1983 LAND ROVER L.J.A. Pickup Series II
Only 3,800 miles. In Manual red with O/D, 4 door, 12 months MOT, 23,000 miles, 1200 cc, 1200 cc, 1200 cc.
£5,700 + VAT
Hyde Vale Garage
01-692 2822/8122

Mercedes
1982 V Mercedes Benz 300 SEL. Automatic, champagne with velour upholstery, sunroof, alloy wheels, under 7,000 miles.
£17,995
1982 X Mercedes Benz 230E 1900 cc, 12 months MOT, 23,000 miles, 1200 cc, 1200 cc, 1200 cc.
£13,995
1981 W Mercedes Benz 230E Automatic, 12 months MOT, 23,000 miles, 1200 cc, 1200 cc, 1200 cc.
£13,995
JIM RUSSELL
Dorchester Market, Dorchester, Dorset.
Tel: 0366 333397

MOTOX
1979 Mercedes 300 SEL. 12 months MOT, 23,000 miles, 1200 cc, 1200 cc, 1200 cc.
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1900 Mercedes 300 SEL. 12 months MOT, 23,000 miles, 1200 cc, 1200 cc, 1200 cc.

1983 300 T.D. AUTO
4,000 miles. Light beige, Sun roof, elec windows, divided rear seat. Dog guard, lashing rack, 12 months MOT, 23,000 miles, 1200 cc, 1200 cc, 1200 cc.
Tel: 0484 652065 / 0274 566397 (home) (T)

350 SL
1973 Left hand drive, very good condition, 24,000 miles, 1200 cc, 1200 cc, 1200 cc.
Tel: 01-736 3854 even or 01-530 8801 (office) (T)

MERCEDES 190 NEW MODEL
'83 L.H.D. Many extras. Not yet registered. £9,200.
Tel: 01-767 2207 (day)

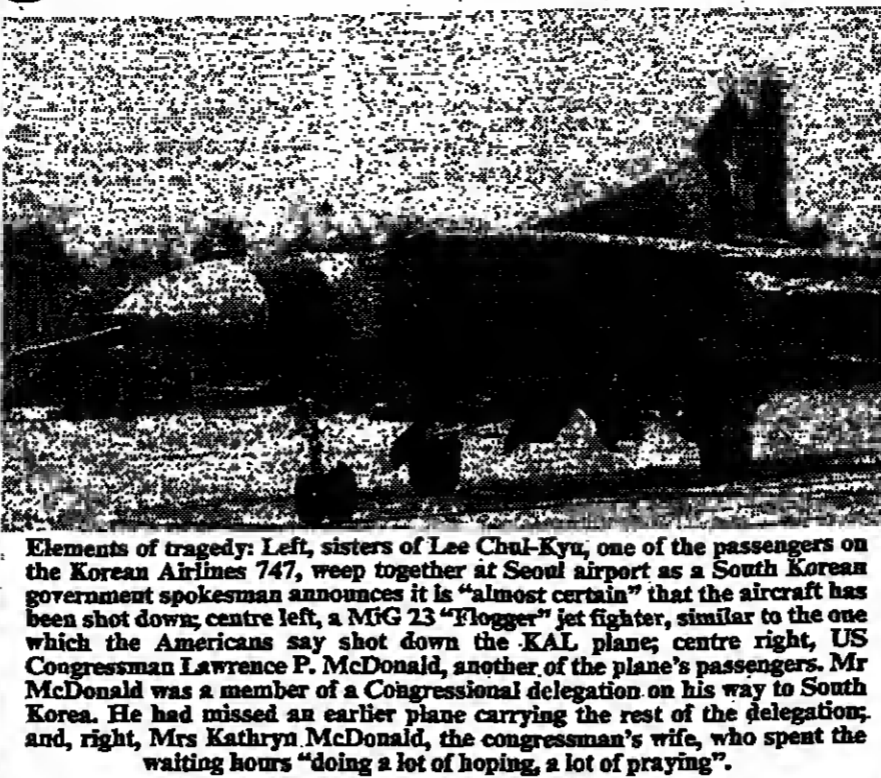
MERCEDES 380 SEC
1983 A registration. Silver blue, blue velour, radio/cass. Burglar alarm. £27,250.
Tel: 01-467 3197 (even)

MERCEDES 300 SEC
1982 300 SEC, metallic blue-green, chrome, sunroof, 19,000 miles. Alloy wheels. £21,995.
Tel: 01-736 3854 even or 01-530 8801 (office) (T)

200 T Estate
Blue with 5 speed gear box and sun roof. Unusually available at great price. Never driven - still in garage showroom.
Tel: 0252 715842

Mercedes
1982 CE 190 (V) champagne metallic, 12 months MOT, 23,000 miles, 1200 cc, 1200 cc, 1200 cc.
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1962 CE 190 (V) champagne metallic, 12 months MOT, 23,000 miles, 1200 cc, 1200 cc,

Waiting for KAL flight 007: victims of a superpower crisis



Elements of tragedy: Left, sisters of Lee Chul-Kyn, one of the passengers on the Korean Airlines 747, weep together at Seoul airport as a South Korean government spokesman announces it is "almost certain" that the aircraft has been shot down; centre left, a MIG 23 "Flogger" jet fighter, similar to the one which the Americans say shot down the KAL plane; centre right, US Congressman Lawrence P. McDonald, another of the plane's passengers. Mr McDonald was a member of a Congressional delegation on his way to South Korea. He had missed an earlier plane carrying the rest of the delegation; and, right, Mrs Kathryn McDonald, the congressman's wife, who spent the waiting hours "doing a lot of hoping, a lot of praying".

US may have cracked Soviet code How plane could stray

By William Norris

The missing airliner, a Boeing 747-200B, was equipped with the Litton Inertial Navigation System (INS) - a well-tested device which has been in service with civilian airlines for more than a decade. The system, similar to that used in nuclear submarines, gives a high degree of accuracy and breakdowns are extremely rare. A spokesman for the Boeing company in Seattle said last night that if the system was working it would be inconceivable for the 747 to be 300 miles off course. It had, however, been fitted with the INS when built in 1972 for Concorde, the package-tour offshoot of Lufthansa. This would make it one of the earliest examples of the device in service. It was sold to Korean Airlines in 1979.

could have taken it to the spot where it disappeared. INS systems have also been known to fail when the aircraft is moved on the tarmac prior to the system being locked on.

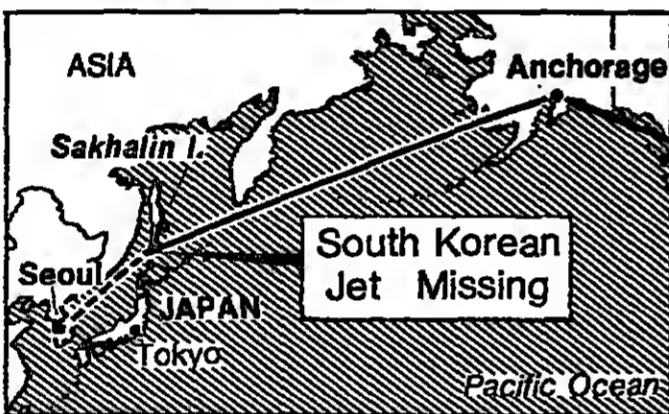
● The monitoring: One of the remarkable features of the shooting down of the Korean airliner is that the Americans apparently were able to monitor the communications between the Russian fighters and their ground controllers (Rodney Cowton, Our Defence Correspondent, writes). This suggests that the West may have broken the Russian security codes. The United States has listening posts around the world, and it is

believed that these are able to monitor voice transmissions from their air base at Misawa in the north of Honshu, the main Japanese island. It also has monitoring stations in South Korea.

Military communications would normally be conducted in code.

According to a spokesman in the American Defence Department, the Korean airliner was shot down by a Russian MiG23. This type is known in Nato as the Flogger. It has been produced in various versions since it was first delivered to the Soviet air force in 1970.

There are a number of possible explanations for the aircraft straying so far off course. Perhaps the most likely is that the crew fed one wrong figure into the computer when setting the waypoint readings on the INS before departure from Anchorage. A second possibility is that the INS became disconnected from the autopilot. This is an uncommon fault, and difficult to spot because there is no warning in the cockpit. When it happens, the aircraft continues on a great circle course - which in this instance



Worst time for crisis to happen

By Henry Stanhope

Diplomatically, the incident could hardly have happened at a worse time, with the United States and Soviet Union looking forward to frequent contacts during the autumn after the long hot summer.

On Tuesday the two delegations to the Geneva talks on Intermediate Nuclear Forces (INF) resume for their most crucial phase, with the scheduled deployment of 572 American nuclear missiles in Europe only three months away.

On the following day Mr George Shultz, the Secretary of State, and Mr Andrei Gromyko, the Soviet Foreign Minister, are also expected to discuss INF and other issues when 35 nations gather in Madrid for the final session of the European Security Review Conference.

On September 20 the UN General Assembly opens, providing another opportunity for foreign ministers to meet "in the margins" and seek solutions to issues dividing them.

On October 4 negotiations on strategic nuclear missiles open in Geneva, after recent optimistic remarks by General Edward Royce, head of the American delegation.

The great fear must be that yesterday's incident will put back the clock.

'We react with revulsion'

Continued from page 1

At We have no evidence of that. There was no, apparently, no ability to communicate between the two aircraft. But as the statement says, the Soviet plane that shot the commercial airliner down moved itself into position with a visual contact with the aircraft, so that with the eye on cockpit the aircraft and see what it was you're looking at.

Q: Do you know whether the Soviets tried to force the airplane down without using missiles? A: We have no information about, and, as I said, as far as we can see there was no communication between the two aircraft except that they tracked this aircraft for 2 1/2 hours. At least

eight fighters at one time of another were around in the vicinity, and the aircraft that shot the plane down was close enough for a visual inspection of the aircraft.

Q: Has there been any announcement of any particular kind of Soviet military exercises or manoeuvres or super-sophisticated radar that might have been in the area, and that they had warned everybody to stay away from it?

Q: Is there any explanation? A: We have no explanation to offer. We can see no explanation whatever for shooting down an unarmed commercial airliner. It doesn't matter whether it's in your air space or not.

Q: Was the decision to shoot this plane down made at a fairly top level since they were tracking it for a long time? A: We gave you the facts as we have them at this point, and I can't go beyond the facts that I have here. I'm not going to speculate about it. I'm trying to put forward the facts as we know them and to tell you the United States Government attitude and my own attitude toward the shooting down of a commercial airliner.

Q: Mr Secretary, do you have any sense as to whether there would be any political motivation for this beyond what you know of? A: I can't imagine any political motivation for the shooting down of an unarmed airliner.

Russia's listening island

New York (AP) - Sakhalin, the Soviet island in the area where the jumbo jet disappeared, is a mountainous, heavily-forested island 20 miles off the east coast of the Soviet Union.

The 29,500-square-mile island is part of the Soviet Far East air defence network, with air bases, radar installations and tracking stations.

With the Kori Islands, it forms the Sakhalin Oblast (Province) of the Soviet Far East. Sakhalin lies between the Sea of Okhotsk and the Sea of Japan, separated from the Soviet mainland on the west by the Tatar Strait and from Hokkaido, the northernmost island of Japan by the Soya Strait.

Two parallel mountain ranges run the length of the island, which has a population of about 600,000 people, mostly ethnic Russians. The climate is severe.

There are oil fields in the northeast and pipeline ruins to the Soviet mainland.

Under Russian domination after 1875, Sakhalin was the site of penal camps for more than 30,000 criminals and Russian revolutionaries. Russian writer Anton Chekhov, who visited it there described it as the "place of unbearable suffering". After the Second World War the Soviet Union took over the entire island.

Washington considers UN plea

From Zariana Pysariwsky, New York

The United States was considering calling a meeting of the United Nations Security Council after American charges that Soviet jets shot down the South Korean airliner.

American officials at the US Mission to the United Nations said they were awaiting further instructions from the State Department. They said caution was the key until the Soviet Union had explained the incident.

Diplomats at the United Nations were taking a wait-and-see attitude before passing judgment and predicting the ramifications on American-Soviet relations.

Most said it was too early to tell how the Soviet Union would emerge in terms of its image where it has attempted to persuade, the international community that it is the promulgator of peace.

Some diplomatic observers thought Mr Shultz's statement, although unreservedly strong, still left the Soviet Union room to extricate itself from a tight corner.

They felt the Soviets could confess error and emerge relatively unscathed while silence would produce accusations and an erosion of trust which would be difficult to restore. Mr Charles Lichtenstein, the

American representative to the United Nations, saw the president of the Security Council yesterday to inform him of the incident.

In Montreal, where the International Civil Aviation Organization is based, a spokesman said South Korea had asked the agency to find out from the Soviet Civil Aviation Ministry Union what had happened to the airliner, (Reuter reports).

He said that under internationally-agreed safety procedures endorsed by the Soviet Union, jets which intercept stray aircraft should tip their wings, make flashing signals and establish contact.

THE TIMES INFORMATION SERVICE

Today's events

Royal engagements: The Duke of Gloucester, Patron, Richard III Society, visits Gloucester to attend the 500th anniversary celebrations to mark the granting of the Charter of Incorporation to the City of Gloucester by King Richard III: arrives St Michael's Tower, Eastgate Street, 3.25; arrives City Museum, Brunswick Road, 3.45; arrives Oxleaze, 4.15; arrives Guildhall Gloucester, 4.45. New exhibitions: John Player art of Cricket, City Art Gallery, exhibition Square, York; Mon to Sat 10 to 5, Sun 2.30 to 5 (until Sept 25). Paintings by Marylyn Charlton, Festival Gallery, 1 Pierpont Place, Bath; Tues to Sat 11 to 5 (until Sept 10). Blue Bird, and other works by Phillipa Beale, Southampton Art Gallery, Civic Centre Southampton; Tues to Fri 10 to 5, Sat 10 to 4, Sun 2 to 5 (until Sept 25). New London exhibitions: Royal Society of Marine Artists annual exhibition, The Mall Galleries, The Mall, SW1; Mon to Sun 10 to 5 (from today until Sept 9).

Rugs and Throws; contemporary textiles, British Crafts Centre, 43 Earham Street, Covent Garden, WC2; Mon to Fri 10 to 5.30, Thur till 7, Sat 11 to 5 closed Sun, from today until Oct 8. Flower drawings by Tom Hayden, Talent Store Gallery, 11 Euston Street, SW1; Mon to Fri 9.30 to 5.30, (until Sept 26). Corne Lucas - a retrospective; Photographer's Gallery, 54 Great Newport Street, WC, Tues to Sat 11 to 7 (until October 8).

Last chance to see: Virgil in Britain - books and graphics, Somerset County Museum, Taunton Castle, Taunton; 10 to 5 (ends today). Paintings by Douglas Hills and Cuthbert Bell; Halesworth Gallery, Steeple End, Halesworth; 11 to 5 (ends today).

Closing in London: The New-Found-Land 1583-1949, a postal history, Canada House Cultural Centre, Trafalgar Square, SW1; 10 to 3.30 (ends today). Painting and prints from art college degree seminar; Morley Gallery, 61 Westminster Bridge Road, SE1; 10 to 6 (ends today).

Music: Concert by the Ulster Orchestra with Anthony Pay (clarinet), Ulster Hall, Bedford Street, Belfast, 7.45. Seventh West of England Organ Festival: Organ playing competition, Colston Hall, Bristol, 7. Recital by pipers and fiddlers, The Royal Scottish Museum, Chambers Street, Edinburgh, 12. Concert by the City of Birmingham Symphony Orchestra, Ulster Hall, Edinburgh, 8.

General: Durham Beer Festival, Dunelm House, New Elvet, Durham, 11 to 3 and 6 to 10.15. A Midsummer Night's Dream, by Theatre Set-up, Scooney Castle Gardens, near Lamberton, Keir; 2, gates open 1.30.

Top films: Top box-office films in London: (1) War Games, (2) Octopussy, (3) Merry Christmas Mr Lawrence, (4) Blue Thunder, (5) Return of the Jedi, (6) Monty Python's The Meaning of Life, (7) Superman III, (8) Flashdance, (9) Flashing Fila, (10) Chariots of Fire. The top five films in the provinces: 1 Octopussy, 2 Merry Christmas Mr Lawrence, 3 Monty Python's The Meaning of Life, 4 Superman III, 5 Flashing Fila. Compiled by Screen International.

Anniversaries: John Howard, philanthropist and paediatrician was born in London, 1776. Thomas Telford, civil engineer, died in London, 1824. Octavus Caesar died in Rome, 100 BC. The Great Fire of London began, lasting until September 6, 1666.

Roads

London and South-east: A102: The northbound bore of the Blackwall Tunnel will close at 8 pm today; two-way traffic will use southbound bore. M26: All traffic using the coastbound carriageway at Swanley, Kent, A36, will be diverted to the Stanwell Motor Road and the Wraybury roundabout.

Wales and West: M5: Traffic using the coastbound carriageway for three miles between junctions 8 (M50 junction) and 9 (A58 junction), A4: Resurfacing work at Bristol Hill, Bristol; delays. A487: Three sets of temporary traffic lights at Tal-y-Llyn, Gwynedd, 23 and 24.

Midlands and East Anglia: M54: Several lane closures on Telford by roadworks and repairs at Jack Overton Bridge, Bolton Abbey, North Yorkshire. A52: Resurfacing work at junction 5, A446: Roadworks and repairs at Jack Overton Bridge, Bolton Abbey, North Yorkshire.

Scotland: A86: Road realignment south-west of Loch Laggan, Inverness-shire; single lane traffic with temporary traffic lights. M8: Resurfacing at St James Interchange (junction 29), Strathclyde; contra-flow system operating on westbound side. M74: Roadworks southbound at junctions 4 and 3 (Hamilton and Larhall), Roadworks.

Information supplied by the A.A.

The pound

	Bank	Bank	Bank
	Buy	Sell	Rate
Australia \$	1.77	1.69	
Austria Sch	29.25	27.25	
Belgium Fr	34.25	30.25	
Canada \$	1.91	1.83	
Denmark Kr	12.84	14.34	
Finland Mk	8.92	8.82	
France Fr	12.53	11.98	
Germany DM	4.17	3.97	
Greece Dr	149.00	137.00	
Hongkong \$	11.17	10.90	
Ireland Pt	1.33	1.33	
Italy Lira	2490.00	2370.00	
Japan Yen	384.00	366.00	
Netherlands Gld	4.67	4.48	
Norway Kr	11.65	11.39	
Portugal Esc	189.50	181.50	
South Africa Rd	2.08	2.25	
Spain Ptas	23.25	23.25	
Sweden Kr	12.24	11.74	
Switzerland Fr	3.38	3.22	
USA \$	1.54	1.49	
Yugoslavia Dnr	207.00	190.00	

The papers

Leading articles in the early editions of today's Fleet Street newspapers are mostly concerned with domestic issues, but there is a general reaction of shock to the news of the alleged shooting down of the Soviet jet.

The Daily Mail says that the "calm action" should "serve as a sharp reminder to our leftists, who never cease harping on the Russian intentions of the USSR, which they contrast with the warmongering of the United States..."

The Daily Express says: "The world is stunned at the news..." "A lonely cry for sympathy for the betrayed must go a worldwide determination to ensure that this will never happen again. Mr Andropov himself should undertake an investigation of what went wrong."

Otherwise, domestic issues predominate. The Daily Star notes that Sir Robin Day has apologised for disclosing the resignation of the head of the Argentine cruiser, the General Belgrano, and comments: "A journalist must keep a confidential investigation of what went wrong."

But, the paper adds, "It is sickening that Mr Foot was apparently prepared to whisper to Sir Robin behind closed doors that Mrs Thatcher had no option but to sink the Belgrano... but he wasn't prepared to say it in public."

The paper says: "Just how many more secrets do our politicians have? Do they really believe in private... and the opposite in public? Of course they do, some of them all the time. That's why the public views so many politicians with so much cynicism."

The Daily Mail says "Thank Heavens for Sir Robin Day" and believes that although he betrayed a confidence he has in truth nothing of which to be ashamed."

The paper observes: "It is one of the highest duties of a journalist to expose humbug, especially among the high and mighty. And the posture of Mr Foot and his party over the Belgrano was a classic bit of hypocrisy."

"What a fortunate man is Mr Ian McGregor," the Daily Express exclaims. "He takes over the National Coal Board at a moment when the industry has been stunted by an outbreak of common sense."

The paper comments: "Providing he proceeds with caution as well as determination, Mr McGregor has an excellent chance of putting the coal board's house in order."

The Daily Mirror notes that in a speech in Scotland, Mrs Thatcher compared herself with Sir Winston Churchill, "which shows she shares at least one of his qualities. He wasn't modest, either."

The paper observes: "Lucky she didn't say it in Wales. One of the policies Sir Winston believed in was sending the troops into Tonypandy to end a strike by the miners there. But he was a Liberal then, of course. So perhaps that doesn't count."

The paper continues: "Mrs Thatcher also claimed that her economic policies were 'very similar to Churchill's. That rings true. Sir Winston's Treasury came along, Sir Winston was probably the worst Chancellor of the Exchequer in this century."

Weather forecast

A vigorous depression will move across Northern Ireland with troughs of low pressure crossing all areas.

6am to midnight

London, SE, E, calm N England, East Angles, winds E; rain spreading from W. In NW, rain, but clearing by 10. In SW, rain, but clearing by 10. In SE, rain, but clearing by 10.

Channel S, NW England, Midlands (N), Channel winds: rain clearing, but rain with heavy showers; wind S to SW, rain, but clearing by 10. In SE, rain, but clearing by 10.

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The Times Crossword Puzzle No 16,224

1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	32

ACROSS

- 1 Thing which in Latin would be in the 9 (6).
- 5 Bridge partners retrieved bloomer of Saki's Gabriel-Ernest (8).
- 9 The Dryfus Case, for Zola? (10).
- 10 Classic wear put by Sara in a trunk (4).
- 11 Dick's repeatedly said to be such a beast (8).
- 11 Monster spelling the end of Christian's advance (6).
- 13 Had made a night, say, of this festive occasion (4).
- 15 Weapon for torturing - it's a crime, almost (8).
- 18 Team's moustache seen in air or snow manoeuvre (4-3).
- 19 Robert appears to strip (4).
- 19 Did an alleged assassin do